Absolutely everything from Daytona

CYCLE NEWS®

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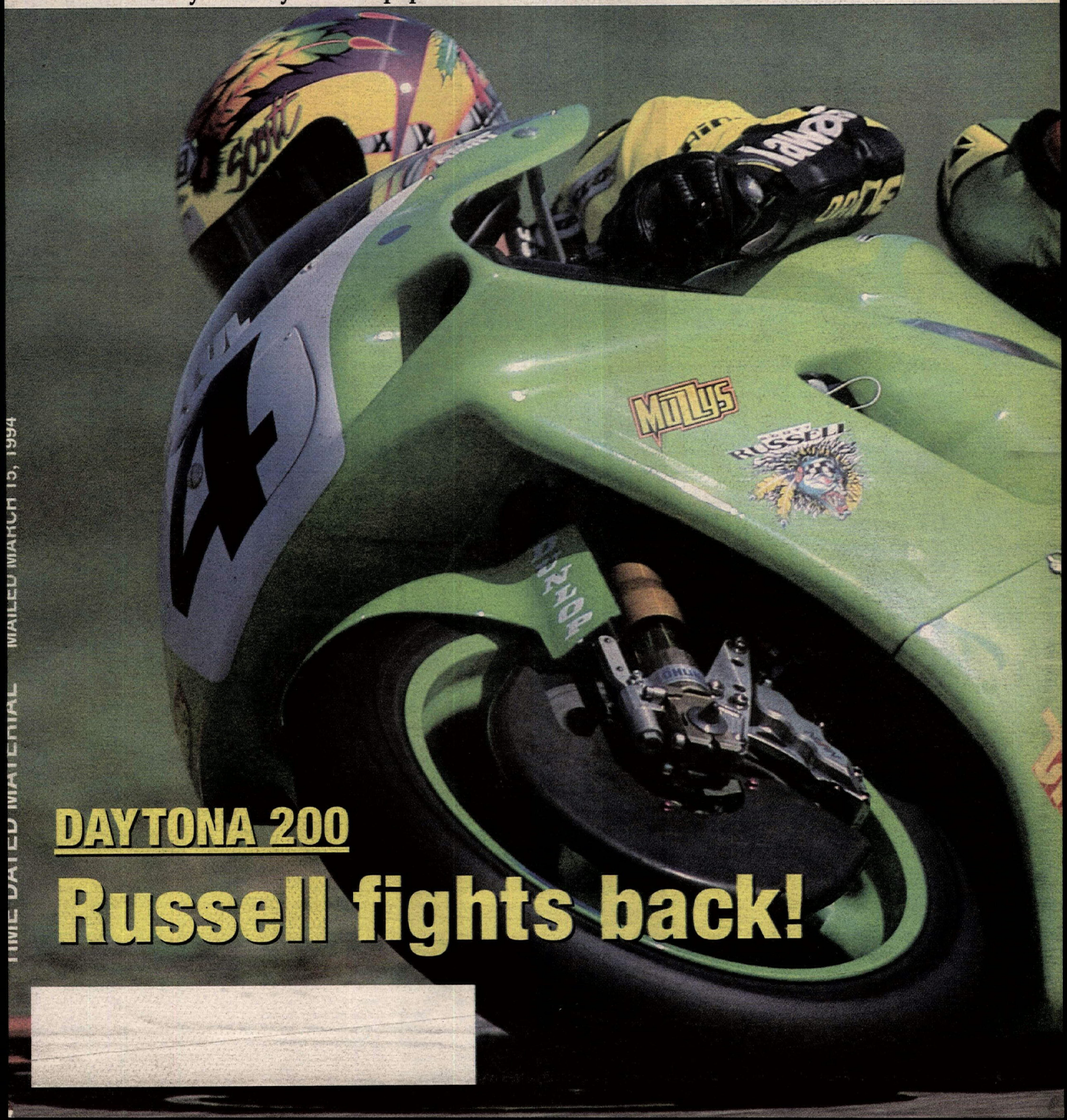

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DAYTONA 200

Russell fights back!

IN THE WIND

Fred Andrews (Yam) won the second round of the AMA Wiseco/Yamaha/Dunlop/Braking Grand National Cross Country Series in Sumter, South Carolina, March 13. Andrews, the defending series champ, was followed across the finish line by **Scott Summers** (Hon), **Thomas Norton** (Kaw), **Larry Roeseler** (Kaw) and **Scott Plessinger** (KTM).

Greg Zitterkopf (KTM) scored the overall and 500cc class win at the Casey Folks Vacation Village World Championship Hare & Hound race in Jean, Nevada, March 12. The runner-up was **Dan Richardson** (Hon), while **Destry Abbott** (KTM) topped the 250cc class in third overall. **Paul Krause** (Kaw) finished fourth while **Brandon Gerber** (Hus) was the first four-stroke rider across the line in fifth.

Kyle Lewis (Yam) won the Seattle, Washington, round of the 250cc Ultracross Series, March 12. The defending series champ, **Larry Brooks** (Yam) finished second with **Ryan Carlisle** (Kaw), **Jason McCormick** (Hon) and **Ray Crumb** (Kaw) rounding out the top five.

At its spring meeting, the FIM approved the **1994 World Suberbike schedule** presented by the Flammini Group. The 12-race schedule includes two new venues; Sentul, Indonesia, and Buenos Aires, Argentina, which will host the season finale. The series will also make its return to Australia with a round scheduled for Phillip Island.

Shane Trittler reports that the track at **Castaic SX Park** in Castaic, California, has received a facelift and now features an all-new section that winds up, down and through the surrounding hills. "The supercross section of the track is still there," said Trittler, "but now there's a lot more to the track. It's fairly long; Team Suzuki's Damon Huffman can cut a one-minute, 50-second lap."

The **Pilot Hill Motocross** track in Irvine-Ravenna, Kentucky, will not be open for racing or practice during the 1994 season, according to track operator Russell Parks.

Cycle Motion Racing has signed **Dave Deveau** and **Joe Brett Williams** to ride their Honda CBR900 in the 1994 WERA Sunoco/Performance Machine National Endurance Series. The team will be based in Birmingham, Alabama, and will be managed by Landers Seveier.

The U.S. Women's Motocross Team has announced the inaugural **ProLite International Women's Cup & Grand Prix**, to take place at the Thunder Mountain Motorplex in Rusk, Texas, June 11-12. The event will reportedly host women from all over the globe, and will include women's classes ranging from 50cc Stock to 250cc Pro, not to mention a male support class. There will be a minimum $2500 purse for the pro division. For more information, call 800/295-6397.

Racing Enterprises called to inform us of their **Craig Breihan Memorial MX Race**, which will take place at Southern California's Carlsbad Raceway on March 19. Breihan was killed earlier this month in a practice crash, and all proceeds from the race will go to the Santa Fe Christian School Fund. Over 40 sponsors have signed on, and prizes will be raffled off. Raffle tickets are free with the $25 entry, as is an event T-shirt. For more information, call 619/484-1441.

MTEG has cancelled the Kansas City round of their **Stadium Off-Road Series**, and added a second Las Vegas round on April 23. The switch was prompted by a decision by officials of Kansas City's Arrowhead Stadium to change the playing surface from artificial turf to natural grass for the upcoming NFL football season. The newly added Las Vegas race, to he held in the Silverbowl, will serve as the fourth round of the eight-race series, and the same facility will host the series' seventh round in October.

Harley-Davidson, Inc. has contributed $100,000 to the **National Motorcycle Safety Fund**, the largest contribution in the fund's 14-year history. Money contributed to the fund is used to support programs of the Motorcycle Safety Foundation, and portions of Harley's endowment will be used for research, and to help develop a safety seminar program that will be presented at various statewide and regional motorcycling rallies and events. "We are honored to be the beneficiaries of this kind of support," said MSF president Alan Isley. "We welcome this initiative from Harley-Davidson, and we look forward to the lasting benefits it will have on the sport of motorcycling."

ProSouth Racing Services has established a professional safety crew for hire at motorcycle road racing events. The crew is currently contracted to serve as the safety crew by WERA and by several southeastern racing facilities including Road Atlanta, Roebling Road Raceway, Memphis Motorsports Park and Talladega Gran Prix Raceway. For more information contact ProSouth Racing Services, P.O. Box 1504, Buford, Georgia 30518.

The House of Motorcycles, in San Diego, California, will host a **Sport Bike Clinic** on April 2. On hand will be factory representatives from Honda, Suzuki, Kawasaki and Yamaha, as well as from Spectro Oils, RK Chain, Metzeler Tires, Airtech, the motorcycle Safety Foundation and more. Special guest will include road racers Chuck Graves, Nick Ienatsch and Frank Arigaki. On display will by a Honda RC45, a Smokin' Joe's Supersport Honda CBR600F2, a factory Yamaha GP bike, Graves' Formula USA-winning Suzuki and Steve Rice's four-time World Champion Funnybike. For more information call 619/229-7700.

CRE Imports Inc., who as its name suggests, imports Honda CRE two-stroke enduro bikes into the country, dropped us a note to remind us that they are not affiliated with American Honda in any way. The bikes are produced in Italy - not Japan.

From the "whatever floats your boat" file comes news that a record number of crashes occurred during the 1994 **Elephant Ride**, which organizers tout as the "world's highest, coldest motorcycle ride." Forty-eight crashes were recorded in the February 13 ride over snow-covered, 11,669-foot Guanella Pass in the Colorado Rockies. Some of the 63 participants used spiked tires, but most

Schwantz breaks arm

It was a typical high-side crash, that nearly ended World Champion Kevin Schwantz' title defense before it had begun. The only difference was that the 29-year-old Texan was riding a bicycle, and traveling at little more than walking speed.

Even so, the tumble broke Schwantz' left arm on impact, leaving him wondering whether his notorious bad luck had once again gotten the better of him. "My arm looked bad, and for the next couple of hours I was really concerned about how many races I would have to miss before I'd be fit," said Schwantz. "When I found out it was a clean break, and could be plated right away for a quick cure, I felt pretty happy."

Schwantz was speaking at home in Texas, less than a week after the training incident that might have jeopardized his entire title defense. With his own pre-season test program almost complete, he shrugged off potential problems.

"Now the other guys have all tested at Eastern Creek, and only Mick (Doohan) has been faster than me by about a 10th. Knowing how easily I was doing those lap times, I still feel pretty confident that I can do race pace, even with an injury."

The injury meant that the World Champion ended the off-season as he had begun it: under the surgeon's knife. Last October, shortly after the final race, he had carpal tunnel surgery to cure a troublesome case of "racer's wrist" on his right arm. This had been aggravated by his spectacular Donington Park crash, and marred his year-end finishing record.

He was fit enough to start testing in December, and with two trips to Australia and one to Malaysia, the Lucky Strike Suzuki team was ahead of their rivals for a second year running; it seemed the build-up to his title defense season had run smoothly.

In the interim, Schwantz had taken his annual hunting vacation, attended a special FIM awards ceremony in Paris, and was full of motivation as he worked towards peak physical fitness to match the level of his motorcycle. There remained only one more private test, to play with some new suspension ideas among other things, then the "all-comers" IRTA tests, with the first race of the year just three weeks away.

At the end of last year, in the aftermath of the injury to career-long rival Wayne Rainey, Schwantz had wondered how he would find the motivation to come back and give it everything once again, for what will be his seventh full GP season. But the doubts had been short-lived, and by year's end Schwantz was bright-eyed and aggressive once again, dedicated to his newly successful creed that hard work at the testing stage is fundamental to a fruitful world championship effort.

The bicycle crash that spoiled his physical preparation came two days before he was due to leave Texas for Australia, for the final tests in the run-up to the opening round. It happened during a mountain bike ride with four friends that has become something of a pre-season ritual - and it was uncannily like a slow-motion replay of several of his on-track tumbles.

"I always get together with the same four guys the weekend before I start the season," said Schwantz. "We meet at a friend's house on the outskirts of Austin, then go on a 20 or 25-mile mountain bike ride around the lake to check out stamina and endurance.

"I was due to leave Monday, and this was Saturday afternoon - we'd just started on the first loop of mountain-bike trails. I was running downhill to a fairly fast and narrow left-hand bend when the back started to slide.

"I had gotten my inside foot down and had almost stopped when the bike skidded further 'round and tried to highside me. I was still able to kick my ouside foot free from the pedal clip and put it down, but because of my momentum was still gonna fall over on the right.

"I could have broken the fall with my right arm, but I could see a cactus right there and I didn't want to spend the next five hours riding with a handful of spines, so I reached across to take the impact with my left hand - and that must have over-extended it."

The break is close to a fracture that Schwantz sustained when he and Lawson crashed at Assen in 1992. That injury was temporarily plated - the bone snapped across a possible area of weakness resulting from that treatment.

He knew at once he had broken his arm, and feared a potentially ruinous injury. "The forearm was bent pretty funny after the Assen crash. Now it was bent extremely funny. All sorts of things went through my mind - that maybe both bones were broken, or that the bone had been left brittle after the earlier treatment and had now been shattered. It turned out only the bone, the radius, is broken, about four inches up from my wrist, and it was a clean break, which meant the doctor - a colleague of a guy who has treated me before - was able to plate it immediately, that evening.

"Doctor Corsa in Italy agreed with what the Texas doctor said - that I should be fine to race in the first GP. It's the same arm I broke in Assen in 1992, and that time I had it plated and went racing in Hungary 12 days later. This time I have three weeks. It seems I should be just fine for the Australian GP, and I may even take part in some of the IRTA tests the weekend before if it seems worthwhile."

Since then, Schwantz has worked on keeping fit without straining his arm - mainly by riding a safer static exercise bike, which has yet to throw him over the high side. His place at the Suzuki tests was taken by Australian rider Peter Goddard, and Schwantz has plans to travel to Australia on Monday, March 14.

"We only had a few suspension things to test on the bike before the first race, and I may ride at the IRTA tests if it seems it will help. More likely I'll keep the arm rested.

"Eastern Creek is a very physical track, and it may be the arm will give a little trouble - but I'm confident I can get into race pace, and that this whole thing shouldn't end up costing me too much."

Michael Scott

opted for standard street rubber, which no doubt partly accounted for the high attrition rate. A cash reward was offered to anyone who rode the event naked, but fortunately it went unclaimed. "The greatest thing about this year's event was that no one was hurt and everyone had a great time," said Elephant Ride veteran Dr. Gregory W. Frazier. "We were disappointed, however, when Elvis failed to appear as was rumored. He and his Harley may have stayed away because of the great number of snow snakes present."

Honda's Rider Education Centers in Colton, California, and Alpharetta, Georgia, are now offering **off-highway motorcycle courses** for riders over 16 years of age. The curriculum was designed by the Specialty Vehicle Institute of America, and provides hands-on training with an emphasis on safety and skills development. Lessons include starting, stopping, quick turns, hills and obstacles. Classes are $70 and include the use of a motorcycle. For more information, call 909/825-7080 for the California school, and 404/667-9682 for the Georgia classes.

Championship Cup Series (CCS) has announced that it has reached an agreement with Harley-Davidson to host an invitational Twin Sports race that will feature riders from around the world. The **Harley-Davidson Twin Sports World Final** will be contested at Daytona International Speedway on Sunday, October 23 as part of the CCS Race of Champions weekend. "Since we first developed the idea of running a Harley-only class, we have worked hand-in-hand with Harley-Davidson both as the title sponsor for the series and as our source of technical information about the motorcycles," said CCS founder Roger Edmondson. "Over the last couple of years we had been hearing more and more about the international expansion of the format, so when we negotiated the renewal of the title sponsorship for the American series, we presented a second proposal to create this international event." CCS and Harley-Davidson will be working together over the next several months to determine the process that will be used to select riders for the event. North American riders will be qualified through the Harley-Davidson Twin Sports Series at AMA National Championship events and through CCS U.S. Twin Sports races.

The Motorcycle Safety Foundation (MSF) teamed up with several motorcyclist organizations to stop a proposed bill that would have seriously undermined Washington's rider-education program. The bill, Washington HB 2634, was introduced in January. It would have deeply cut subsidies to motorcycle-training-course providers, repealed the $50 maximum course fee, permitted the State's Director of Licensing to set the maximum fee, and required course providers to comply with extensive licensing provisions. Last year the fee for motorcycle-operator license endorsements was raised from $7.50 to $14, adding $400,000 annually to Washington's rider-education program. Had the bill passed, the program would have suffered cutbacks instead of increased funding. Additionally, dealers, training providers, or instructors would have been prohibited from paying for all or a portion of course tuition for trainees under 18 years of age. The bill also would have repealed the requirement for a biennial program report to the legislative transportation committee.

Colorado's Office of Traffic Safety received a $100,000 special appropriation to expand its Motorcycle Operator Safety Training (MOST) Program in 1994. The appropriation was granted by the Joint Budget Committee, made up of senators and representatives. After an unexpected 48% increase in demand for rider training in 1993, the Office of Traffic Safety (OTS) realized they had miscalculated their budget needs for 1994. Colorado's state budget cycle runs from July 1 to June 30, and the OTS's initial request for more funds was rejected because it wasn't considered an emergency. "Waiting until July 1 to pump up the program would have meant missing the opportunity to expand it in time for the heaviest training months - April through June," said Penny Lochner, Senior Legislative Annalyst for the MSF. The MSF and many Colorado motorcyclists combined their efforts to urge legislators to reconsider. On second review, the Committee agreed that there was sufficient reason to grant the special appropriation, which merely released existing funds already designated for the program.

A broad-based coalition of trail organizations appealed to a Congressional Subcommittee to address shortcomings of the National Recreational Trails Fund Act, according to the (MIC). Testifying as chairman of the Coalition for Recreational Trails (CRT), Roy Muth presented the House Subcommittee on Surface Transportation with a list of recommendations to improve the Act. Key among them is a correction that would provide "contract spending authority," the process that applies to most other programs funded by the Federal Highway Trust Fund. Contract authority, originally intended for the Trails Act, would greatly ease the difficult annual appropriation process. At the March 3 hearing, Muth said inadequate funding and confusion over the three-year-old act is threatening its future. "Promising improvements to state trails programs have been put on indefinite hold," Muth said. "Legislation that must be passed by the states allowing them to qualify for (Federal) funding is being delayed." Muth urged the panel to adopt the CRT's seven recommendations as amendments to the Trails Act and attach them to the National Highway System legislation currently under consideration. The CRT recommendations include extending the time for state compliance from three years to four. They also include definition changes as well as provisions relating to the National Recreational Trails Advisory Committee. MIC is a founding member of the Coalition for Recreational Trails, a 27-member organization representing both motorized and non-motorized trail users.

Former National Speedway Champion **Chris Manchester** signed a contract to ride for the **Belle Vue Aces** of the British League, and has already shipped off to join the team as it prepares for the 1994 season. Manchester was originally slated to join World Speedway Champion **Sam Ermolenko** on the Wolverhampton Wolves team, but that deal apparently fell through because it would have forced Wolverhampton to release one of their current team members to make room for Manchester. The young American star also reportedly spoke to the Cradely Heath Heathens - which already has Americans **Billy Hamill** and **Greg Hancock** - before landing the deal with Belle Vue. Manchester may be the sole American on the team, as both **Shawn Moran** and **Bobby Ott** have departed to ride for Sheffield and King's Lynn, respectively. But current stateside scuttlebut centers around **Kelly Moran** making a return to the British League, and Belle Vue already owns his contract.

According to newspaper reports, 500,000 motorcyclists visited **Daytona International Speedway** for Camel Motorcycle Cycle Week 1994. The record-breaking crowd spent a reported $2 million during the week, making the Chamber of Commerce very happy indeed.

Don't forget that the **Ride for Kids Dual Sport Ride** is set to happen Sunday, March 20 at the **Rider Education Center by Honda** in Colton, California. Last year, the event raised $17,000 towards the fight against the deadliest of all childhood cancers - pediatric brain tumors. One-hundred percent of the funds raised by the riders goes to the nation's leading research centers and to the Central Brain Tumor Registry of the United States. The ride is scheduled to commence at 9:30 a.m. and will head out for a 90-mile loop in the San Bernardino National Forest. Sign-up is between 7-8 a.m. with opening ceremonies set to begin at 8:45 a.m.. For more information contact Ann Marie Ott at 916/441-7606, or Paul Slavik at 310/783-3786.

NAMED: Suzuki, as the official motorcycle of the National Hot Rod Association. Under the terms of the agreement, Suzuki motorcycles and four-wheel vehicles will be used exclusively at NHRA national events by NHRA staff and officials.

NAMED: Wiseco, as an official sponsor of Yamaha's National MX and Supercross factory team. Based in Mentor, Ohio, Wiseco has been manufacturing pistons for over 53 years.

ACQUIRED: Kawasaki Loaders, Inc., by Kawasaki Motors Corp., U.S.A, effective January 1, 1994. Based in Kennesaw, Georgia, Kawasaki Loaders, Inc. had been owned by Sumitomo Trading Company and Kawasaki Heavy Industries. Kawasaki Loaders, Inc. sells and distributes mid-range and larger wheel loaders for the mining, construction, forestry, waste management and related industries.

MARRIED: American Roadracing editor Brian Catterson to long-time girlfriend Joanie Madrid, in Cave Creek, Arizona, on February 27.

PROMOTED: Herve Amelot, to president of Motul lubricants. Amelot takes over from Philippe Beraud, who is

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VOICES
Letters to the editor

Nice guy

I wanted to say thank you to Ted Hunnicut of Kawasaki Team Green for being one of the most friendly riders/racers I have ever had the privilege of meeting. After the 500cc Expert race at the Adelanto Grand Prix, before he could even get his gear off, he was signing autographs and talking to everyone. He is a true sportsman. Team Green should be proud to have him represent them. Good luck to you Ted!

Lancaster, CA
Lisa Thompson

Arenacross role model

A few weeks ago my family attended the Mike Kidd Arenacross in Indianapolis, Indiana. My son rides a 50cc Auto and was part of the program on Friday and Saturday nights.

On Saturday night, one of the pro riders, Billy Whitley, pitted close to our trailer. After the races, Billy was at our trailer and our son sat down beside him, talked with him, and got his autograph. Billy, who I'm sure had better things to do, took the time to listen to my son and answer his questions. He never acted bothered by my son, but instead acted like he was very interested in him. I wonder if Mr. Whitley realizes how much this means to a young rider.

I just wanted to take a minute to thank Billy Whitley for being so nice to our son, and to let him know what a great role model he is for these young guys.

I hope that some day when his son or daughter wants a minute or an autograph from someone they look up to, that he/she gets the same response he gave our son.

Good luck with your racing career, Billy Whitley. You deserve it!

Tonya Clark
Montgomery, IN

Looking good

It's about time! My hat is off to those at American Honda for choosing to enforce their clothing codes. Hopefully other teams will follow suit and help bring a little more professionalism and uniformity to this sport.

My firm (a motorsports management, marketing and consulting firm) was recently contracted to help organize a new team, which is negotiating with a non-industry sponsor to campaign a Mickey Thompson Stadium Off-Road Ultracross team.

Although I had attended several Anaheim and Los Angeles Supercross races in the late '70s, I attended the Anaheim and San Diego Supercross events with several members of this new team, where for the first time I toured the pits of a professional motocross event. I was quite surprised at the lack of uniformity amongst the teams in attendance, particularly the factory teams. Having a drag racing background and having spent the last 20 years around auto racing, I had expected much more from the motocross and motorcycle industry.

This is not to say I was completely disappointed. There were several independent (non-factory) teams with whom I was quite impressed and who have done an excellent job with their programs. The Split Fire/Hot Wheels/Pro Circuit/Kawasaki team, the Sizzler/Noleen/Extreme/Yamaha team and the Honda of Troy team are three who come to mind very quickly.

If the people and teams in this sport are going to continue to try and seek outside (non-industry) financial support as Team Honda has done, those individuals and teams need to first work at becoming teams - Professional teams.

Hopefully the factories as well as the independents will take a good hard look at the Pro Circuit, Noleen and Honda of Troy teams and work at bringing more uniformity and professionalism to their teams.

Donald Herndon
Diamond Bar, CA

Be like Rick

Certainly motocross is tough and demanding, physically as well as mentally. And, of course, the younger guys have a certain advantage on the track. But it's also no secret that the maturity of the older riders is an advantage also. Just look at Guy Cooper these past few years. Even die-hard Jeff Stanton, Damon Bradshaw and Jeremy McGrath fans always kept one eye on Cooper and praised everything he did. It is extremely important to win races, but isn't it just as important to win fans?

Rick Johnson is perhaps the best example of all. He has such appreciation for the sport, his fans and the gifts God gave him, that he still stands as the guy I want to hold up before my kids.

The older riders can't gain from what the younger riders are doing, but certainly everyone can gain from what a few of the older riders are doing or have done. I wish the young guys would consider the level of their own maturity and make a conscious effort to improve, just as Rick Johnson did - anyone can see how that pays. I wish they would be careful of how they act in front of their fans and watch what they say to the press. I also wish Cycle News would not print their foul language word for word; my kids read this paper too.

So please guys, be fast, be cool and be nice. Be like Rick.

Jim Pool
Escondido, CA

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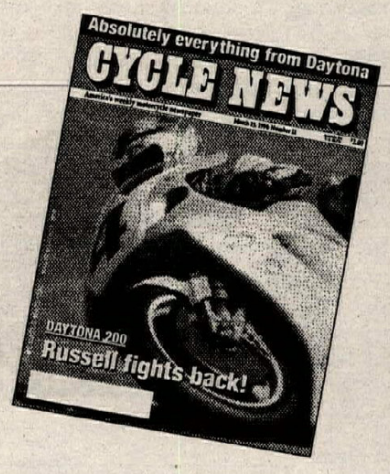

ON THE FRONT COVER

Reigning World Superbike Champion Scott Russell came from the 17th row to score his second Daytona 200 victory. See page 6 for the full report. Photo by Henny Ray Abrams.

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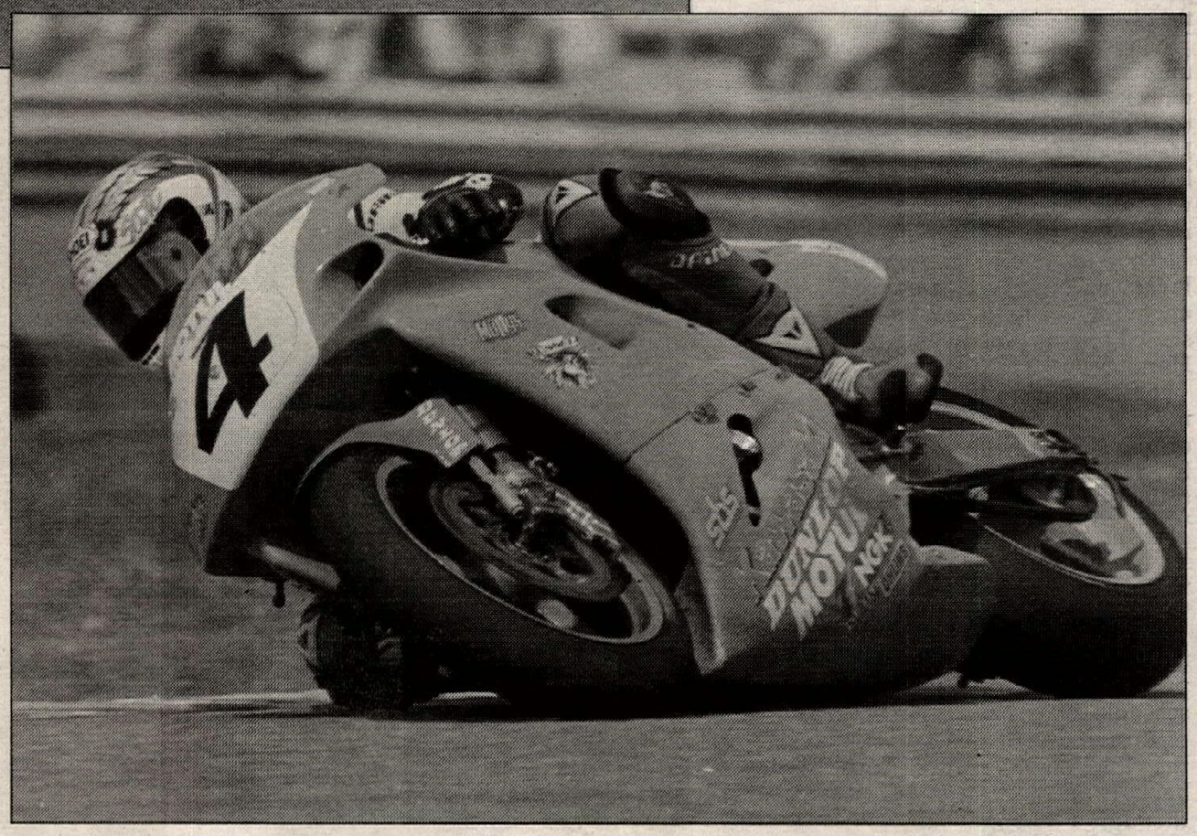
Round 1: Daytona International Speedway

Russell wins, Corser thrills



(Above) Doug Polen (1) leads Eddie Lawson (7), Pascal Picotte (21) and Dale Quarterley (32) at the start of the 53rd running of the Daytona 200 by Arai at Daytona International Speedway. (Right) Scott Russell came from a 16th row starting position to win his second Daytona 200.

By Paul Carruthers
Photos by Henny Ray Abrams and Kinney Jones

DAYTONA BEACH, FL, MAR. 13

When Scott Russell sat on the grid prior to the start of the 53rd edition of the Daytona 200, he could look ahead and see nothing but the backs of the 64 riders who sat in front of him. At the completion of the red-flag interrupted Daytona 200 by Arai, Russell had turned the tables on the field, showing his back to the 73 riders who finished behind him, and becoming the only rider to ever win the prestigious event from so far back on the grid.

A victim of a mechanical failure in the Twin 50 qualifying race on Thursday (see sidebar), Russell was forced to start from the 16th of the 20-row grid in the 200. It mattered not. The Georgian and his Muzzy Kawasaki had worked their way all the way up to second place when a red flag temporarily halted the race, after German Berhard Schick crashed heavily on the front straight on the 31st lap. The race ended up being held in two parts - the first part totalling 106.8 miles and the second adding up to 96.1 miles.

On the restart, Russell managed to hold off the advances of Australian Troy Corser as the race boiled down to a battle of pit crews. The Muzzy Kawasaki team elected to not change Russell's tire during the Georgian's final pit stop, while the Fast By Ferracci crew went ahead and fitted new rubber to Corser's Ducati. That proved to be the difference, with Russell emerging from the pits for the final time with an insurmountable advantage. Corser, though, gave it his all, only to come up 2.918 seconds short at the finish line, finishing second in his scintillating AMA National debut.

Third place went to defending Daytona 200 champion Eddie Lawson, the four-time World Champion riding a factory Yamaha YZF750 in what will be his only AMA road race of the season. Lawson finished in front of defending AMA Superbike National Champion Doug Polen, in his debut race on the factory Honda RC45 - raced at Daytona in Smokin' Joe's Racing livery.

Vance & Hines Yamaha's Jamie James completed the top five finishers. James had run with the leaders - but was not one of the four men who led laps, a group that included Russell (19 laps) , Corser (27 laps), Lawson (8 laps) and Polen (3 laps) - until an unscheduled pit stop to change a rear tire ruined his chances of a trip to Victory Lane.

A star-studded line-up featured big names finishing all the way down the results list, with Muzzy Kawasaki's Steve Crevier, Smokin' Joe's Racing's Mike Smith, Lucky Strike Suzuki's Thomas Stevens, Smokin' Joe's Racing's Kevin Magee, and Team Mirage's Dale Quarterley filling the remainder of the top 10 positions.

Russell's win came in front of a large crowd, estimated by Daytona International Speedway staff to be 60,000-strong, and it netted him $16,500 from the $161,000 purse. Corser earned $11,000 for second place, while Lawson pocketed $7600 for finishing third. The win was also the 10th of the Georgian's career; it moved him out of a tie with Kevin Schwantz on the all-time Superbike win list and into the sixth spot.

Russell completed the red-flag interrupted, 200-mile race in two hours, 23 minutes and 13.242 seconds at an average speed of 85.010 mph.

In the race for what many feel will be a stunning U.S. Superbike National Championship, Corser grabbed the upper hand by out-scoring his championship rivals. With Russell heading to Europe to defend his World Superbike Championship, Corser is actually the points leader in the AMA title chase with his 32 points. James' fifth place ride (which netted him 26 points) places him second in the title chase when you take the semi-retired Lawson and Polen, who will also head to Europe, out of the picture.

New riders, new teams and new motorcycles brought intense anticipation for the 53rd running of the Daytona 200 by Arai. Lawson was here with a factory Yamaha; Polen was now Honda-mounted; two-time World Superbike Champion Fred Merkel was returning to the AMA series on a Muzzy Kawasaki and would be teammates with Steve Crevier for the season, to be joined at Daytona by World Superbike Champion Scott Russell; Corser was set to make his AMA debut on the Ferracci Ducati while Picotte was back as the number one Ferracci pilot; Smith would be joined on the Smokin' Joe's team by Australian Kevin Magee, a former 500cc Grand Prix winner; Colin Edwards II and Jamie James were back on the Vance & Hines Yamahas; the Suzuki team was all dressed up in Lucky Strike colors with Thomas Stevens and Donald Jacks joined by new recruit Tom Kipp, and Japan's Akira Yanagawa; and the Harley-Davidson VR1000 would make its debut in the capable hands of Miguel DuHamel.

The qualifying battle was won by Picotte and Ducati in somewhat of a surprise (see sidebar), then he and Corser went out and won the pair of Twin 50 qualifying races (see sidebar). That put the two Ducatis on the front row for the start of the race, with Russell well back in the second wave - in between sat what many felt was the most talented field in recent history.

Doug Polen and the purple and yellow Smokin' Joe's RC45 led the way into turn one as the race got started under sunny skies with temperatures hovering in the mid-70s. Lawson, Corser, Quarterley, Picotte, Merkel, James and Smith followed, with Russell waiting patiently for the second wave to get the green flag. When the second wave finally launched, Crevier wasn't a quick starter from his spot on row 16, having stalled the Muzzy Kawasaki.

"We put new needles in the carbs

and it was running a little rich," Crevier said later. "It was loading up and I just stalled it on the line. I got on the gas and it stalled."

Canadian Linnley Clarke, Californian's Tommy Lynch and Lee Shierts all crashed out of the race on the opening lap; Shierts ended up making repairs, but would only compete a total of seven laps.

Russell wasn't wasting any time in blitzing his way through the field and had worked his way up to 24th by the end of the second lap, some 20 seconds behind the leaders. At this point, Lawson had taken over the lead with Corser in tow, just ahead of Polen, Picotte, James, Quarterley and Merkel. Those seven had already opened up a gap on Smith, Stevens, Edwards, Jacks, Magee and Cycle World magazine's Don Canet.

Yanagawa was the first of the factory riders to exit the 200, his Suzuki GSXR750 developing an oil leak on the second lap.

Polen led again on laps three and four, with Corser taking over for the first time on lap five. Russell was up to 10th on the fifth lap, and trailed Corser by 17.83 seconds.

Meanwhile, DuHamel had the Harley up into the top 30 after starting on the 17th row, and would ultimately get the VR1000 close to the top 20 before the bike expired on the 20th lap.

On the eighth lap, Corser had opened up a slight gap on Lawson and Polen with Picotte and James starting to lose touch with the leaders. Then came Merkel and Quarterley who had a small lead over - believe it or not - Russell, who was turning lap times in the 1:52 range.

The Lucky Strike Suzuki of Donald Jacks was the next factory bike to encounter problems as his GSXR750 started spewing oil, forcing the luckless Floridian out of the race on lap 12.

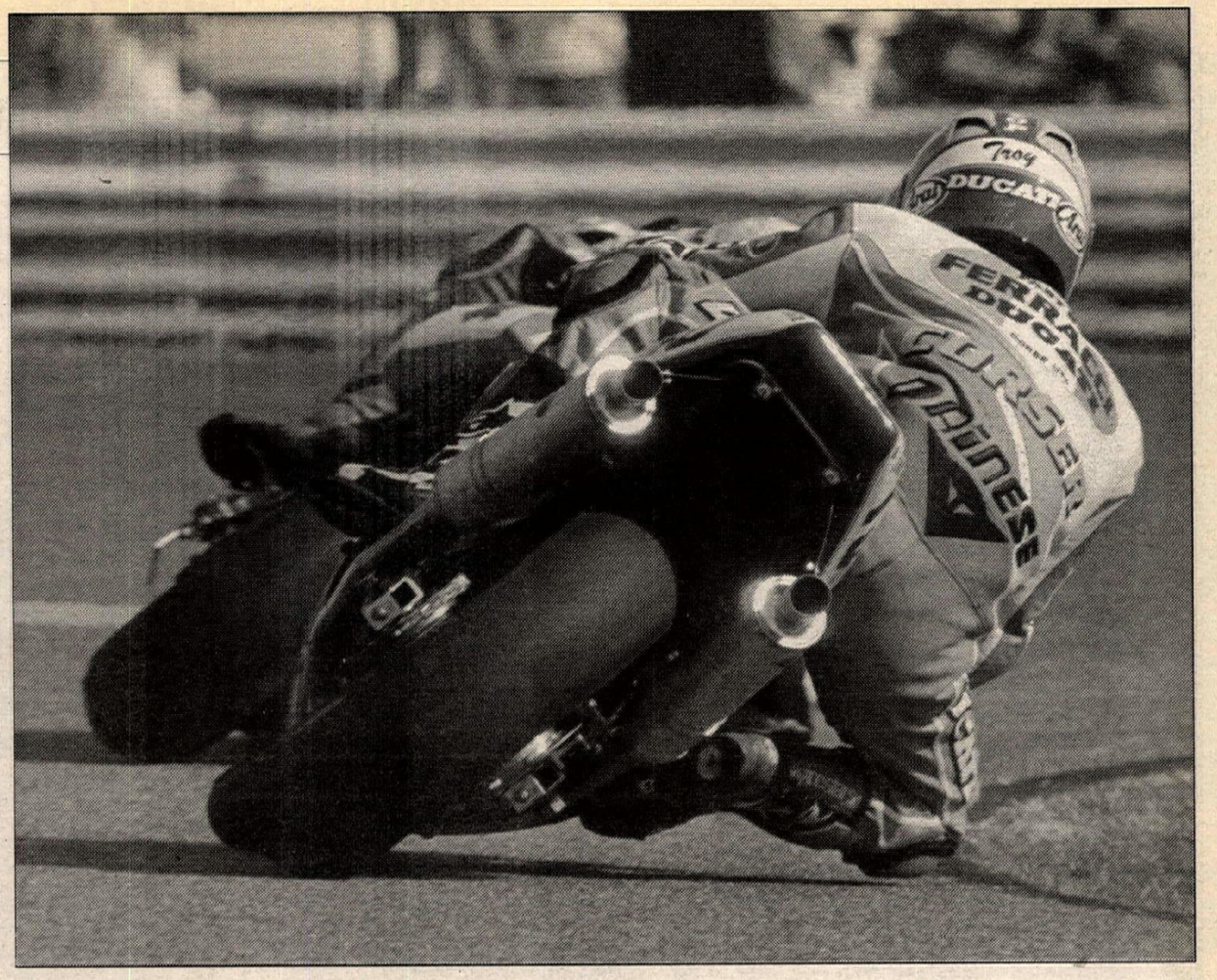
Lawson pulled back to within striking distance of Corser and took the lead on the 15th lap. That lead was short-lived, though, as the 22-year-old Australian quickly repassed the four-time World Champion. The 15th lap also saw Russell make an unscheduled pit stop after encountering tire problems while exiting the chicane.

"It started vibrating in the rear exiting the chicane," Russell said later. "I pulled it in immediately. That put us off schedule."

Russell dropped back to eighth after the tire change, but he would battle back. Stevens, meanwhile, suffered through a 30-some-second pit stop, dropping him from 10th to 14th. Lawson pitted on the 21st lap, taking on both a front and rear tire after chunking his front tire.

Corser came in on the 22nd lap, but still came out of the pits with an 11-second lead over Russell. James and Polen came next with a gap back to Picotte. Merkel led Lawson with Quarterley, Smith and Magee rounding out the top 10.

Picotte's hopes for victory were dashed on the 24th lap when he coasted to a stop in the dog-leg, his chain no longer on the sprocket. "I knew that's what happened," Picotte said later. "My first impression was that the chain had come off, but I didn't see it on the pavement." Picotte stopped the Ducati, put the chain back on the sprocket and headed back to the pits. He ended up losing a lap to the leaders, though he later disputed this. Team owner/crew chief Eraldo Ferracci explained the chain problem: "It just stretched and came off," the likeable Italian said. "We did a lot of testing with the new sponsor (D.I.D) and never had a problem. Things are different when you get to the race. They really drop the clutch."



(Right) Australian Troy Corser showed that he's a force to be reckoned with. The Ducati pilot led until the red flag and then had to chase down Russell in the second part of the race, coming up some two seconds short at the finish. (Below) Eddie Lawson pits en route to his third place finish on the factory Yamaha.

By this point, Russell had started eating into Corser's lead: 10.6 seconds on lap 26, 9.6 on lap 27; 7.7 seconds on lap 29 and 5.3 seconds on lap 31. All hell broke loose on the 31st lap when Bernhard Schick crashed horrifically on the front straightaway, instantly bringing out the red flag. Fortunately, the German escaped with only minor injuries; a laceration to his left knee, abrasions on his hands and back and a broken bone in his right hand.

Dunlop tire technician Jim Allen said that a rim failure had caused Schick's front tire to lose air and come apart, leading to the German's accident.

AMA Grand National Champion Ricky Graham was behind Schick when the accident occurred. "It was like a stick of dynamite went off," said Graham, who soldiered on, despite the effects of the flu, to finish a respectable 15th.

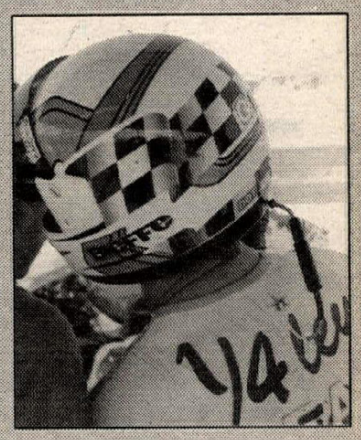
With emergency crews working on the front straight, teams went to work on the motorcycles, with most getting fresh rubber for what would amount to a 27-lap run to the checkered flag.

Roughly 20 minutes later, the race was restarted, putting Russell on equal ground with Corser, and also giving the likes of Lawson and Polen a second chance. Though he was a lap down, Picotte was still lined up at the front of the grid, causing more than a few to ponder the grid positioning.

Polen was again the fast starter, leading Russell, Quarterley, James, Merkel, Lawson, Corser, Smith, Crevier, Takahiro Sohwa and Picotte (a lap down) into the International Horseshoe for the first time. Russell didn't waste any time in charging past Polen on the brakes into the chicane, and he instantly opened up a lead on the pursuing pack.

Corser moved into second on the 32nd lap, closing all the way up to Russell's rear wheel. James and Polen also moved up to challenge the leading duo, with a gap back to Picotte and Lawson. On the 34th lap, Merkel spun the Muzzy Kawasaki out in the middle of the International Horseshoe, forcing his teammate Crevier to take evasive action. The Canadian really had no where to go, but

Roger, over and out



You've seen them used in car racing. Now the widespread use of two-way radios has made it to AMA road racing, with the top U.S. Superbike Series teams all purchasing the systems for use in the 1994 season.

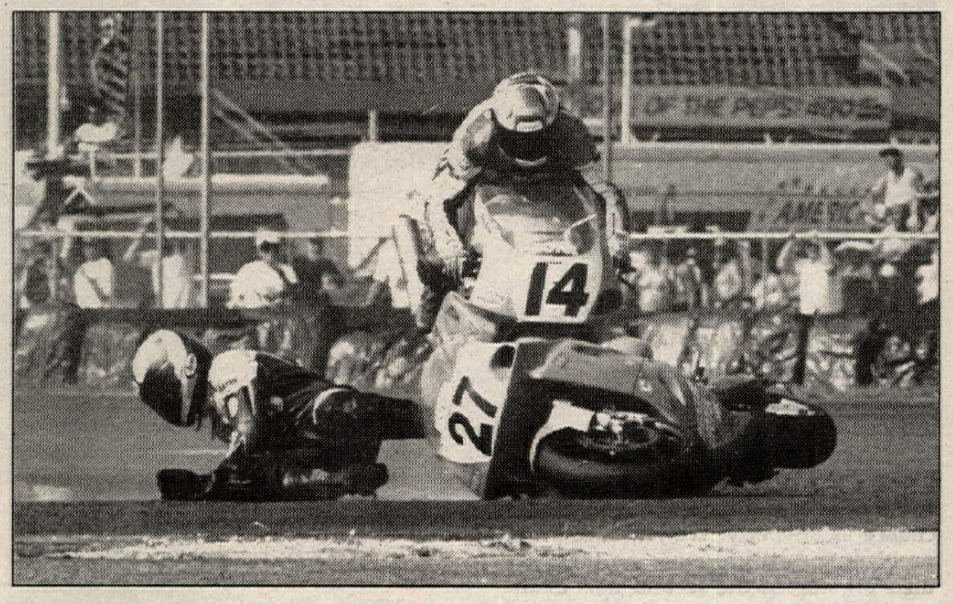
One of those is Team Mirage, with rider Dale Quarterley now in direct communication with his pit crew during both qualifying and racing. The New Englander says the radios are an asset that are long overdue.

"I've been harping on the AMA for three years to do the radios," Quarterley said at Daytona International Speedway. "They tried it with the endurance guys. At Atlanta the Two Brothers guys had a tire chunk. The rider would have made another lap, but he was able to radio in and let them know he was coming in. It could have been a safety problem if he'd tried to go another lap.

"There's really two good things about the radios. The crew can tell you what's going on out on the race track, giving you a sense of being; they can tell you to calm down... that you're only two-tenths off the leader's lap times. And I think they can help stop accidents. Now I can call in and tell them that I've got a tire going down and that I'm coming in. In the past, they'd be having an ice cream and I'd be screaming. Now they can have everything ready, because I've already explained what I want."

The unit that Team Mirage uses is made by Race Comm in Maine and costs $1600 for a complete setup. "The microphone is molded in the chin piece of the helmet and it uses rolled-up ear plugs. You just sit on the bike and plug in. It bothered me a little bit at first when they talked in the middle of a turn, but now I just expect them to talk and it's no problem. For the 200, these will be a big benefit."

Round 1: Daytona International Speedway



(Above) Jamie James (2) finished fourth after an early battle with Dale Quarterley (32) and Fred Merkel (27). (Right) Merkel's day came to an end with his crash in the International Horseshoe. Steve Crevier actually saved this and went on to finish sixth.

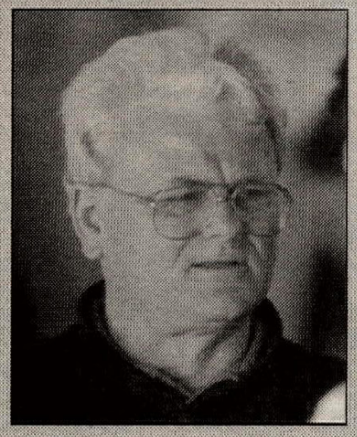
he was able to straighten up and avoid the fallen Merkel, although he couldn't stop himself from hitting the spinning Kawasaki. Still, Crevier somehow managed not to crash and he was able to rejoin the fray, though down a few places.

"It just came loose and spun around," Merkel said. "It burned up the clutch, so I wouldn't have finished anyway. He (Crevier) hit the bike. I felt sorry for him, but I was glad he didn't hit me."

"He took up so much of the track," said Crevier of the fallen Merkel. "I had to hit something. It wouldn't be a full day if I didn't hit something. I backed up and got going again. Fred's okay - that's the main thing."

James was forced in for an unsched-

All Ducati day in Twin 50s



It would have been very difficult to remove the smile from the face of Eraldo Ferracci (right) on Thursday afternoon. The well-respected Ducati tuner may have lost Doug Polen to Honda in the off-season, but it didn't stop the Fast By Ferracci team from sweeping to wins in both Twin 50 qualifying races at Daytona International Speedway. French Canadian Pascal Picotte came away with a stunning victory over Yamaha's Eddie Lawson in the first of the two 50-milers, and new Ferracci recruit Troy Corser did likewise to Polen and the factory Honda RC45 in the second Twin 50.

The three protagonists, Ferracci, Picotte and Corser, sat together during a press conference held at the end of the day and all three were smiling proudly. They had every reason to be happy as their race results would put the two riders on the front row for the start of the 53rd running of the Daytona 200 by Arai.

Picotte's victory was his third straight in a Twin 50 qualifying race at Daytona, tying him with Russell for the most wins in the nine-year history of the qualifying races.

The first of the two races - which would determine the grid positions for the Daytona 200 by Arai - began under cloudy skies with Picotte grabbing the lead as the pack emerged from turn one. James was in tow with Lawson following. New Muzzy Kawasaki recruit Steve Crevier was next, just ahead of former Daytona 200 winner David Sadowski and his DESMO-backed Ducati.

At the end of the first lap, Picotte led Lawson and James by a full second, with another gap back to Crevier, Sadowski, Donald Jacks, Dale Quarterley, Tom Kipp and Mike Smith. Australian Kevin Magee was even further back on the Smokin' Joe's Racing Honda RC45.

Lawson started to make gains on Picotte's lead on the second lap, and pulled right up on the French Canadian's rear wheel on lap four. A lap later, Lawson was in the lead. By this time, James had dropped back and there was now four seconds separating the top two from the Vance & Hines Yamaha.

The race was stopped on the seventh lap when Crevier's Kawasaki "lost a water hose" on the front straight and Rick Shaw's Yamaha blew up, spilling fluids and causing some panic in the turn-one area. By this point, German Martin Wimmer had already taken himself out of the race with a crash in the chicane. Crevier would not make the restart and would thus be forced to start the Daytona 200 from the last row of the grid.

With the temperatures dropping as the cloud cover increased, the restart got underway with Picotte again leading the way into the International Horseshoe. This time Quarterley was tucked in behind, leading Lawson, James, Kipp, Smith and Jacks. Sadowski was back in 12th and would later retire when his Ducati blew up on the second lap.

Picotte put his head down and instantly opened up a 2.2-second advantage over Lawson on the second lap. His lead would stay in the two-second range for the rest of the race, the French Canadian cruising to victory over Lawson. Jacks got the better of Smith and Quarterley in a last lap draft to the flag. James, who had earlier blown the chicane, ended up sixth with Kipp, Jacques Guenette Jr., Magee and dirt track legend Jay Springsteen rounding out the top 10.

"I was really feeling good," Picotte said. "I did the best I was able to ride the bike, but the bike did the job for me. We probably can go a little bit faster than that. Sometimes it's scary when you try and go over the limits. It's better if you can stay just inside the limits. I think I had more power than Eddie (Lawson). I drafted him a couple of times and could pass him. It's not easy, but I know I can (pass him). He has some problems catching my draft. Definitely, we have some really good horsepower."

Lawson seemed content with his finish: "It wasn't enough," he said. "He (Picotte) was going real good. That twin of his was running pretty hard. I was a little paranoid of that oil out there and I was taking it a little easy. I want to concentrate on the 200. I'll tell you - no excuses - Picotte just ran away with that one. I couldn't do anything about it."

Magee's ninth-place finish was unexpected, even though the Smokin' Joe's team was struggling to get the brand-new Honda RC45s set up correctly.

"It's just mainly getting the chassis to where I feel comfortable with it," explained Magee, the Australian who now lives in Monterey, California. "If I get comfortable, I can push it. If you push it when you're not comfortable, there's only one place you'll end up. We don't know what it really likes just yet. We're making progress. I'm just having problems when the track goes left or right and I'm going straight. We did 55s in December with a sore arm (on the old RC30) - and that's all we've done with this (the RC45). It's a compromise of settings - we've just got to find where that is."

The second Twin 50 saw Doug Polen and the new Honda RC45 take the lead from the start. He led Muzzy Kawasaki's Fred Merkel and his teammate Scott Russell, Corser and Lucky Strike Suzuki's Thomas Stevens.

Russell took control at the end of the opening lap, leading Polen, Merkel and Corser, and he instantly started pulling away from the pack. At the end of the third lap, Russell had nearly a second on Corser, who had moved by Polen and into second place. The third lap also saw the demise of the Harley-Davidson VR1000, with French Canadian Miguel DuHamel pulling off the race track in the kink after having the bike up to eighth place, despite starting from the fourth row of the grid. DuHamel later said the problem had been diagnosed as a faulty fuel pump.

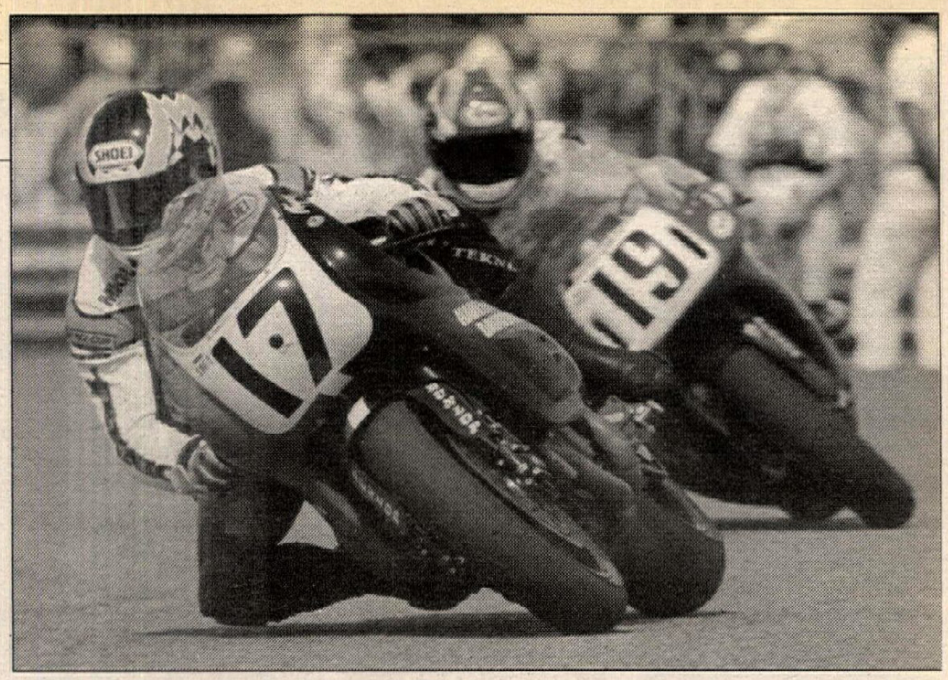
On the sixth lap, Muzzy Kawasaki had their second problem of the day when Russell's race ended in the chicane.

"We had a bearing seize in the rear wheel," Russell said. "I was really lucky the whole thing didn't seize and that it only broke the chain; I was able to coast it. I knew I had a problem going down the backstraight because it was vibrating pretty bad. Going into the chicane, everything just broke. Hey, we're going to still be in there. We'll probably start about the middle of the second wave. We're going to make a race of it. It will be exciting."

Polen was able to stay close to Corser for the duration, but this was the Australian's race to win. At the finish, he'd opened up a 3.290-second lead on the Texan and the Honda. Merkel finished third in his first race on the Muzzy Kawasaki, with Stevens fourth for Lucky Strike Suzuki, whose Akira Yanagawa also took fifth. Colin Edwards II came in sixth on the Vance & Hines Yamaha.

"It's important to do well here for Honda and our racing team," Polen said. "We needed to get up front and start in the front row. It's going to be really good to be starting there. Last time I won one of these heat races, I wound up 46th. Our team went to work. We had a good race all through to the end. That's what we needed. We got a lot of information today. Now we'll go to work and try to put together an even more competitive machine for Sunday."

Corser, another in a long line of laid-back Australians, was expectedly calm after his win: "It's great coming over here and getting on a good bike straight away. The Ducati is working fine as are the Dunlop tires. It's a good package overall. I've got a strong team behind me and I think that's a bonus. In the middle of the race, Doug (Polen) was charging pretty hard and I was trying pretty hard. Then we both slowed down. I just dropped back a bit and had a bit of a look. At the end I had a bit of a go and pulled away."



(Left) Thomas Stevens (11) was the best of the Suzuki men. He finished eighth, one spot behind Mike Smith (68). (Above) Miguel DuHamel (17) and the Harley-Davidson VR1000 lasted for 20 laps; here he's about to get lapped by Troy Corser (19).

uled pit stop on the 25th lap, effectively putting him out of contention after his crew had mistakenly mounted the wrong tire (too soft of a compound) during the intermission.

"I think I could have won that thing," James said. "You don't want to say you could have won it, but I had as good a chance as anybody. We had a rear tire problem and had to make an unscheduled pit stop in the second part of the race. I just kept my head down after that, and hoped they'd have to stop for fuel. I did all I could. I feel good about my performance."

The battle up front continued, and it was strictly Russell vs. Corser. By this point it had become apparent that barring a problem of some sort, the race would be won by one of these two. Polen and Lawson were unable to keep pace, and although Picotte looked strong, he was a lap behind. By the 43rd lap, the leading pair led Lawson and Picotte by 8.9 seconds with Polen even further off the pace. Quarterley was fifth, but the New Englander would ultimately crash in turn one on the 55th lap; though he would rejoin the race, he couldn't finish any higher than 10th.

"I was just coasting in, like every other lap, and the front end went," Quarterley said. "I had to push it for 20 seconds to get it started. It's a good thing I've been training. The pit stops went good for us; the tires were great. I was just sticking the pace and we were right there. We had a sixth place bike and that would have given us third place points (because Russell, Lawson and Polen will not be contesting any more rounds)."

Russell pitted on the 45th lap, his crew topping off his fuel supply but not giving him a fresh rear tire. Russell thought he'd received a new rear tire until his crew told him otherwise - in Victory Lane.

On the 48th lap, Corser held a 20.7-second lead on Russell, who had exited the pits behind Lawson and Polen - in fourth place. Corser then pitted, giving the lead to Lawson, with Polen just barely holding off Russell. Corser's stop was longer than Russell's, with the Aussie's Ducati getting fitted with a new rear tire - he left the pits in fourth place.

Polen pitted on the 50th lap and dropped back to fourth. With five laps to go, Russell led Corser by 11 seconds. Though he would gain considerable ground, Corser came up 2.91 seconds short of catching the two-time Daytona 200 winner at the flag.

Lawson ended up a lonely third, with Polen fourth, James fifth, Crevier sixth, Smith seventh, Stevens eighth, Magee ninth and Quarterley 10th.

"I just had a lot of fun, leaving big black marks everywhere," Russell said. "I knew we had 'em beat in the pits. The only thing that could've messed me up was that unscheduled pit stop. I was having a bit of trouble with the front going into one, and that was holding me back some. I just rode a good, safe pace."

Corser was low-key in finishing second, even though the red flag probably cost him a victory in the Daytona 200. "Scott and Eddie are good riders," Corser said. "I was out there trying my hardest and I did my best. I tried to be consistent and would have liked to have won it. The Ducati is awesome. It's got heaps of power. I was making a few mistakes, especially on the back chicane. Scott was quicker than I was through there - that's where he was making his ground. Each lap I was getting better and better. I was watching him, but I just couldn't get in there as hard as he could. I think that's where he was beating me."

Polen was relatively pleased with his first ride on the still-developing RC45: "We came in and had to get a splash of gas so we could definitely make it," he said. "I decided I was losing so much time with the tire that I was running, that we changed it, too. If I'd gone six more laps with that rear tire, I actually would've lost even more time. It only took three extra seconds to put on a soft tire, and I made those three seconds up in the very first lap I went out. And I made up three seconds every lap after that from what I had been running - so it wasn't much of a gamble."

Smith spent the last portion of the race battling with Edwards, the Georgian unaware that the Texan was a lap behind. To make sure Edwards couldn't draft past, Smith slowed on the final run through the chicane, and was almost caught by a hard-charging Stevens on the Lucky Strike Suzuki. Stevens had battled various problems throughout the 200 miles.

"In the first part I ran with the hard tire that I hadn't tested," Stevens said. "I was two seconds slower on it. I told the crew to put on a softer one, but that didn't happen. But we're not sure if it would have lasted anyway - the bike was boiling water out after the warm-up lap and I started pulling it off the grid. I just decided to go out and hope it didn't spit me off in the first turn. We stiffened the suspension at the red flag and used the softer tire. Then the bike overheated again and I almost stalled it on the start; it ran hot for the rest of the race. I just nursed it home. We came here and we showed that the Suzuki guys have picked up the pace a little bit. We walked away with some points, and it's a long year."

Aussie Kevin Magee's debut AMA race saw him finish ninth and still struggling with the new Honda RC45: "I barely had a sweat," Magee said. "It (the RC45) doesn't do anything, anywhere. You just can't push it or you'll bust your ass. It's just a big mix-up right now, but we'll get it sorted out and get it a lot closer. It's tough coming to a place like this with a new bike. We basically just got the thing."

"We got a little bit sideways there and couldn't keep up," Lawson said. "It was one of those days. Not much you could do about it. We gotta come back here and make up for this one. We thought we were in pretty good shape there in the first leg. But I don't know, maybe we made a wrong tire choice - we just went backwards in the second leg." CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 13, 1994

SUPERBIKE QUALIFYING: 1. Pascal Picotte (1:50.068); 2. Scott Russell (1:50.386); 3. Jamie James (1:51.413); 4. Troy Corser (1:51.462); 5. Eddie Lawson (1:51.519); 6. Doug Polen (1:51.520); 7. David Sadowski (1:52.414); 8. Fred Merkel (1:52.484); 9. Donald Jacks (1:52.494); 10. Colin Edwards II (1:52.609); 11. Steve Crevier (1:52.892); 12. Thomas Stevens (1:53.281); 13. Tom Kipp (1:53.359); 14. Takahiro Sohwa (1:53.359); 15. Dale Quarterley (1:53.376); 16. Akira Yanagawa (1:53.529); 17. Mike Smith (1:54.162); 18. Bernhard Schick (1:54.625); 19. Kevin Magee (1:55.055); 20. Edwin Weibel (1:55.260); 21. Andrew Stroud (1:55.398); 22. Don Canet (1:55.929); 23. Jacques Guenette Jr. (1:56.035); 24. Chuck Graves (1:56.231); 25. Karl Truchess (1:57.405); 26. Linnley Clarke (1:57.463); 27. Martin Wimmer (1:57.638); 28. Larry Pegram (1:57.680); 29. Ricky Graham (1:57.726); 30. Phil Borley (1:57.757); 31. Keith Pinkstaff (1:57.806); 32. Miguel DuHamel (1:57.844); 33. Alan Cathcart (1:58.041); 34. Eric Moe (1:58.186); 35. Jay Springsteen (1:58.324); 36. John Hopperstad (1:58.566); 37. John Ashmead (1:58.614); 38. Michel Simeon (1:58.692); 39. Roger Bennett (1:58.931); 40. Lee Shierts (1:58.970): 41. Marc Smith (1:59.067); 42. Jesus Rodriguez (1:59.118); 43. Kevin Graham (1:59.147); 44. Pablo Real (1:59.585); 45. Darrell Clingerman (1:59.765); 46. David Kieffer (1:59.864); 47. John Long (1:59.911); 48. Tommy

Briefly...

Dirt track legend **Jay Springsteen** was scratched from the Daytona 200 by Arai on Sunday morning after injuring his shoulder and breaking a bone in his wrist in a crash in the Harley-Davidson 883 dirt track final on Saturday night. Springer, who was set to ride a Skip Eaken Racing Honda RC30 in the 200, finished a respectable 10th in his Twin 50 qualifier on Thursday.

Dirt tracker **Larry Pegram** completed 24 laps on his Ducati before the V-twin blew up. "We were out there and running pretty good," the Ohioan said. "I was following **Dave Sadowski** and, I guess, had run up to about 16th. Then the footpeg fell off it. I couldn't ride it without a footpeg, so we had to stop and fix that. Then we went out and were following **Mike Smith**, and the motor blew. I'm upset because the bike blew, but we were running with some pretty good boys and I'm happy with the way the bike was running before it blew up. I appreciate everybody coming out - especially the dirt track fans, who I'm partial to."

Daytona 200 winner **Scott Russell** purchased a brand new Acura NSX prior to coming to Florida, and the Georgian drove it down to the Speedway from his home in Atlanta. Russell purchased the new car from Honda man and Daytona pit announcer **Ben Cheatwood**.

Former Daytona 200 winner **Dave Sadowski** completed only 15 laps before his Desmo-backed Ducati expired. "You come here and you've got everything together and you can't do anything wrong," Sadowski said. "It seems as if there's nothing in the middle here - you either run up front or you break. That's what happened to us - we broke. I don't know what went on, but we'll be back. I got a great start and was cutting through traffic. The team Desmo bike was running great, but I couldn't get any traction and I was really waiting for the first pit stop. I wanted to get out there and start cutting some respectable lap times. I was doing 55s and 56s and I was catching up to people. Like I said, some days you come here and set the world on fire, and other days you break."

Cycle World magazine's **Don Canet** was running strongly in his first-ever Daytona 200 before the head gasket went on the magazine's Yamaha YZF750 project bike. The likeable Californian had the bike as high as 13th in the early stages of the race. He pulled off the track in the second horseshoe on the 17th lap.

Muzzy Kawasaki's **Takahiro Sohwa** gets the ironman award for racing in the Daytona 200 after breaking his collarbone in a crash in Thursday's Twin 50 qualifying race. The Japanese ace ended up finishing 13th. "The race was okay. I made a big mistake in the 50-mile race. I crashed and broke my collarbone (right). Today, I had no feeling in my right hand. Nothing. That was very difficult. I had too much of a wobble in the fast corners. Very scary. I got to ninth, but then I pitted and they fixed the back of the bike. It took too much time, but then it was easy to ride. I want to win the superbike championship. I wanted some points today, so I'm happy." In order to shake hands, Sohwa had to lift his right hand with his left.

One of those who had a rather disappointing finish in the 200 was Vance & Hines Yamaha's **Colin Edwards II**. The young Texan ended up 12th, a lap down on the leaders. "It was a tough day," Edwards said. "We had problems at the beginning of the race. The bike just wasn't hooking up like I like it. We changed to a harder tire compound and adjusted the suspension during the time before the restart and the bike was a lot better from there on."

Cycle News contributor **Alan Cathcart** finished 25th in the Daytona 200 on his Fast By Ferracci Ducati. The Brit completed 54 laps.

Surprise! Picotte sets new mark, grabs pole

Fast By Ferracci Ducati's Pascal Picotte (right) pulled off a surprise pole position for the 53rd running of the Daytona 200, and he did it in record-breaking fashion. The French Canadian was fast throughout the 45-minute qualifying session and he ultimately set a new lap record of one-minute, 50.068-seconds at an average clip of 116.437 mph.

Picotte was just as surprised as everybody else with his accomplishment, which earned him $1000 and a Rolex Daytona wristwatch.

"I thought my mechanic did wrong on my pit board because it said 50.3 (1:50.3)," Picotte said. "I thought it meant a 53 (1:53). The next lap I did a 50.2 - then I knew I was right there. When you run in the second group, you know what the first group did so you have an idea of what you have to do - but I never expected to be as fast as I was. I knew I was riding pretty well. I did some ice racing this winter, and I learned to slide the bike more in the infield. The first time we tried this bike we put the radar gun on it and it was on 180 mph. I said to (Eraldo) Ferracci, 'If we don't win this year, we're never going to win.' "

The pole position was Picotte's first-ever in an AMA National, and it shattered the mark set a season ago, in 1993, by Muzzy Kawasaki's Scott Russell, who lapped the 3.56-mile road course in 1:50.194.

Russell was the man many expected to be sitting on the pole when the Daytona 200 by Arai got underway on Sunday afternoon. The Georgian was impressive during pre-season testing at the Speedway, and many expected him to be the first rider to dip into the 1:49-range. It didn't happen, and Russell was left somewhat frustrated after posting the second quickest time of 1:50.386, slower than his record time of a year ago. Russell said he'd used all his qualifying tires by the end of the session, and could do nothing but sit and watch Picotte.

"We're here for the 200 now, aren't we?" Russell said. "We're in good shape. We went as fast as Jamie (James - the third fastest rider at 1:51.413) with our race tire. I always like to be the fastest guy and I'm not happy when I'm not. That's the way I am. I've lacked the fire all week...just haven't been into it. I've just been lacking the will to come to Daytona and put it all on the line again. I've got a World Championship to defend, but I'm back. I'll be ready for the 50-miler. We just came in and we've struggled all week. We thought we had what it took. I was trying not to listen to what was going on in the first group, but I think this year I thought about it (winning the pole) too much. Those guys haven't done anything near 51s (1:51 lap times) on race tires. We'll be okay." The fastest rider to come from the first group of qualifiers was Vance & Hines Yamaha's Jamie James. The Louisianan clicked off a 1:51.413 in the earlier session.

"It took up a little more time as far as getting aggressive in the first group," James said. "I ran a race tire for the first half of the session. The qualifying tires were so much different and it took me a long time to get to their potential - but I don't think I could have matched Pascal's speed. We'll put on the race tires and see who has what with the harder tires."

The fourth fastest rider was Australian Superbike Champion Troy Corser, who was turning heads with his impressive debut at Daytona. Corser was aboard the second Fast By Ferracci Ducati, and he lapped the Speedway road course in 1:51.462.

Yamaha's four-time World Champion Eddie Lawson (1:51.519); Smokin' Joe's Racing's Doug Polen (1:51.520); DESMO Ducati's David Sadowski (52.414); Muzzy Kawasaki's Fred Merkel (1:52.484); Lucky Strike Suzuki's Donald Jacks (1:52.494); and Vance & Hines Yamaha's Colin Edwards II (1:52.609) rounded out the top 10 qualifiers.

With many expecting the top riders to dip into the 1:49-range, and only two slipping into the 1:50s, there was some grumbling among the riders that the Dunlop tires most were using were of a harder compound than those used during the December tire tests. According to Dunlop tire technician Jim Allen, though, there was no such change in compounds.

"In July, tire X was good, and in the October race it was good," Allen explained. "In the December tests they did 51s on production tires. I'm mystified, but it's the exact same tire. I don't think it's us. I don't know what to say. We thought they'd qualify with 49s. There's a lot of squawking, but I don't think it's our fault."

Yamaha

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Lynch (2:00.075); 49. Brad Hazen (2:00.453); 50. Lee Pullan (2:00.453); 51. Don Munroe (2:00.519); 52. Paul Schwemmer (2:01.031); 53. Michael Craft (2:01.146); 54. Jeffrey Stern (2:01.207); 55. Glenn Barrett (2:01.695); 56. Jason Pridmore (2:01.695); 57. Anthony Faria (2:01.786); 58. Greg Kopp (2:01.289); 59. Juha Berner (2:02.014); 60. Dan Turner (2:02.096); 61. Rick Shaw (2:02.250); 62. Danny Roberts (2:02.464); 63. Bill Zearley (2:02.740); 64. William White (2:02.894); 65. Mike Harth (2:03.334); 66. Brett Ray (2:03.625); 67. Michael Fitzpatrick (2:03.662); 68. Steve Harrison (2:04.328); 69. Mike Walsh (2:04.340); 70. Frank Kinsey (2:04.366); 71. Michael Smith (2:04.903); 72. David Olin (2:05.117); 73. Steve DeCamp (2:05.246); 74. Matthew Winnacker (2:05.992); 75. Rudolph Raab (2:06.252); 76. Ralph Rimrott (2:06.401); 77. Timothy Blasquez (2:06.500); 78. Scott Landis (2:06.586); 79. Edward Borowy (2:06.853); 80. Kurt Liebmann (2:06.889); 81. Emmet Nolan (2:07.686); 82. Donnie Unger (2:08.092); 83. Jeff Reeves (2:09.690): 84. Michael Varnes (2:09.898); 85. Al Charles (2:10.497); 86. Herbert Williams (2:12.183).

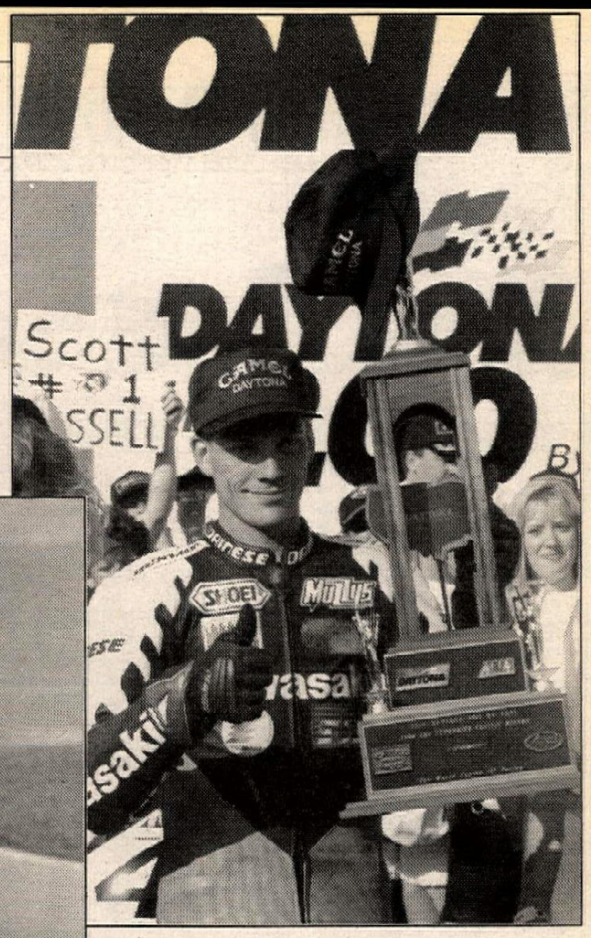
TWIN 50 #1: 1. Pascal Picotte (Duc); 2. Eddie Lawson (Yam); 3. Donald Jacks (Suz); 4. Mike Smith (Hon); 5. Dale Quarterley (Kaw); 6. Jamie James (Yam); 7. Tom Kipp (Suz); 8. Jacques Guenette Jr. (Yam); 9. Kevin Magee (Hon); 10. Jay Springsteen (Hon); 11. Andrew Stroud (Yam); 12. Karl Truchess (Kaw); 13. John Ashmead (Kaw); 14. Kevin Graham (Kaw); 15. Marc Smith (Kaw); 16. John Long (Kaw); 17. Alan Cathcart (Duc); 18. Roger Bennett (Kaw); 19. Glenn Barrett (Kaw); 20. Michael Kraft (Hon); 21. Don Munroe (Kaw); 22. Darrell Clingerman (Kaw); 23. Brad Hazen (Duc); 24. Juha Berner (Yam); 25. Bill Zearley (Kaw); 26. Michael Smith (Suz); 27. Timothy Basquez (Suz); 28. Rudolph Raab (Yam); 29. Ricky Graham (Hon); 30. Steve DeCamp (Kaw).
Time: n/a due to red flag.
Distance: 15 laps, 50 miles.
Average Speed: n/a due to red flag.
Margin of Victory: n/a due to red flag.

TWIN 50 #2: 1. Troy Corser (Duc); 2. Doug Polen (Hon); 3. Fred Merkel (Kaw); 4. Thomas Stevens (Suz); 5. Akira Yanagawa (Suz); 6. Colin Edwards II (Yam); 7. Bernhard Schick (Duc); 8. Edwin Weibel (Duc); 9. Linnley Clarke (Yam); 10. Don Canet (Yam); 11. Lee Shierts (Kaw); 12. Jesus Rodriguez (Duc): 13. Phil Borley (Yam); 14. Eric Moe (Kaw); 15. Pablo Real (Duc); 16. Tommy Lynch (Suz); 17. Larry Pegram (Duc); 18. Michael Simeon (Suz); 19. Jeff Stern (Kaw): 20. David Kieffer (Duc); 21. Jason Pridmore (Yam); 22. Lee Pullan (Yam); 23. Dan Turner (Yam); 24. Danny Roberts (Yam); 25. William White (Duc); 26. Steve Harrison (Kaw): 27. Ralph Rimrott (Kaw): 28. Brett Ray (Kaw); 29. Matthew Winnacker (Kaw); 30. David Olin (Suz).
Time: 28 min., 17.435 sec.
Distance: 15 laps, 50 miles.
Average Speed: 113.253 mph.
Margin of Victory: 3.290 sec.

DAYTONA 200: 1. Scott Russell (Kaw); 2. Troy Corser (Duc); 3. Eddie Lawson (Yam); 4. Doug Polen (Hon); 5. Jamie James (Yam); 6. Steve Crevier (Kaw); 7. Mike Smith (Hon); 8. Thomas Stevens (Suz); 9. Kevin Magee (Hon); 10. Dale Quarterley (Kaw); 11. Pascal Picotte (Duc); 12. Colin Edwards II (Yam); 13. Takahiro Sohwa (Kaw); 14. Andrew Stroud (Yam); 15. Ricky Graham (Hon); 16. Roger Bennett (Kaw); 17. Lee Pullan (Yam); 18. Michel Simeon (Suz); 19. Tom Kipp (Suz); 20. Marc Smith (Kaw); 21. Edwin Weibel (Duc); 22. Eric Moe (Kaw); 23. Phil Borley (Yam); 24. Charles Graves (Suz); 25. Alan Cathcart (Duc); 26. Jeff Stern (Kaw); 27. Michael Kraft (Hon); 28. David Kieffer (Duc); 29. Mike Harth (Yam); 30. Keith Pinkstaff (Kaw); 31. Martin Wimmer (Kaw); 32. Michael Fitzpatrick (Hon); 33. Dan Turner (Yam); 34. Anthony Faria (Kaw); 35. Danny Roberts (Yam); 36. Don Munroe (Kaw); 37. Glenn Barrett (Kaw); 38. Jesus Rodriguez (Duc); 39. Brett Ray (Kaw); 40. Mike Walsh (Yam); 41. Frank Kinsey (Yam); 42. Ralph Rimrott (Kaw); 43. Matthew Winnacker (Kaw); 44. Timothy Blasquez (Suz); 45. Steve Harrison (Kaw); 46. Rudolph Raab (Yam); 47. Steve Decamp (Kaw); 48. Fred Merkel (Kaw); 49. Scott Landis (Suz); 50. Paul Schwemmer (Hon); 51. William White (Duc); 52. Rick Shaw (Yam); 53. Juha Berner (Yam); 54. Bernard Schick (Duc); 55. Larry Pegram (Duc); 56. Miguel DuHamel (H-D); 57. Jacques Guenette Jr. (Yam); 58. Pablo Real (Duc); 59. Don Canet (Yam); 60. Brad Hazen (Duc); 61. David Sadowski (Duc); 62. Karl Truchess (Kaw); 63. Donald Jacks (Suz); 64. John Hopperstad (Yam); 65. Darrell Clingerman (Kaw); 66. John Long (Kaw); 67. Lee Shierts (Kaw); 68. David Olin (Suz); 69. John Ashmead (Kaw); 70. Kevin Graham (Kaw); 71. Greg Kopp (Duc); 72. Akira Yanagawa (Suz); 73. Linnley Clarke (Yam); 74. Tommy Lynch (Suz).
Time: 2 hrs., 23 min., 13.242 sec.
Distance: 57 laps, 200 miles.
Average speed: 85.010 mph.
Margin of victory: 2.918 sec.

U.S. SUPERBIKE NATIONAL C'SHIP POINT STANDINGS: 1. Scott Russell (35); 2. Troy Corser (32); 3. Eddie Lawson (30); 4. Doug Polen (28); 5. Jamie James (26); 6. Steve Crevier (25); 7. Mike Smith (24); 8. Thomas Stevens (23); 9. Kevin Magee (22); 10. Dale Quarterley (21); 11. Pascal Picotte (20); 12. Colin Edwards (19); 13. Takahiro Sohwa (18); 14. Andrew Stroud (17); 15. Ricky Graham (16); 16. Roger Bennett (15); 17. Lee Pullan (14); 18. Michel Simeon (13); 19. Tom Kipp (12); 20. Marc Smith (11); 21. Edwin Weibel (10); 22. Eric Moe (9); 23. Phil Borley (8); 24. Charles Graves (7); 25. Alan Cathcart (6); 26. Jeff Stern (5); 27. Michael Kraft (4); 28. David Kieffer (3); 29. Mike Harth (2); 30. Keith Pinkstaff (1).

(Right) Scott Russell celebrates his Daytona 200 by Arai victory. (Below) Kevin Magee (23) finished ninth in his AMA debut. Tom Kipp (16) ended up 19th.



Upcoming rounds
Round 2: Phoenix, Arizona - March 27
Round 3: Pomona, California - April 10

Jeff Emig wrestled the Gator. And won.

With the aid of his Yamaha YZ125, he snatched victory right out of the jaws of the season-opening Outdoor National at Gatorback Cycle Park in Gainesville. And that means he's off to a great start in recapturing the #1 plate.

John Dowd then joined the 250 fray and muscled his way to second on his Boyesen/Yamaha Racing YZ250.

It was a brilliant one-two Yamaha punch that left the competition with only one thing to say: the Gator really bites.

TEAM YAMAHA

Round 7: Daytona International Speedway

Kiedrowski

By Donn Maeda
Photos by Kinney Jones and Maeda

DAYTONA BEACH, FL, MAR. 12

Ask any of the Camel Supercross Series regulars which is the most grueling stop of the 15-round series, and most of them will agree upon the one event that separates the men from the boys. Daytona International Speedway is the place, and the Daytona Supercross by Honda is the race. At Daytona, strength and endurance are the biggest assets - not even raw talent and perfect technique can overcome a lack of top physical conditioning.

And who was the man of the day? None other than Team Kawasaki's Mike Kiedrowski, a rider who many consider to be the strongest on the circuit. Kiedrowski's riding style is not pretty, mind you, but when the going gets tough, that style is very, very effective. Kiedrowski's win at Daytona was his second in a row on the infield of the super speedway. The 25-year-old from Acton, California, enjoyed his first-ever Supercross win at last year's event.

"When you win here at Daytona, you know that you've really earned the win," said Kiedrowski. "You have to be in top shape to win this race; the track is so rough. This kind of track really demands the most from the rider. The riders who train get rewarded here - those who don't train pay the price."

(Above) Mike Kiedrowski (3) ran down four-time Daytona winner Jeff Stanton (5) to earn his second Daytona Supercross win in a row. (Below) Mike Craig (19), Doug Henry (8), Ryan Hughes (22), Stanton (5) and Doug Dubach (32) funnel through turn in the 250cc main.

Finishing second to Kiedrowski was the "other iron man," Team Honda/1-800-COLLECT rider Jeff Stanton, a four-time Daytona Supercross winner. Stanton led the early stages of the race before succumbing to the relentless pressure from Kiedrowski. Though he did his best to stay close, Stanton watched helplessly as Kiedrowski slipped away with a 15-second margin of victory.

"I'm not gonna B.S. anyone - the better rider won today," said the ever-blunt Stanton. "I had it in my head that I was going to hold on to the lead and win, but Mike rode a hell of a race."

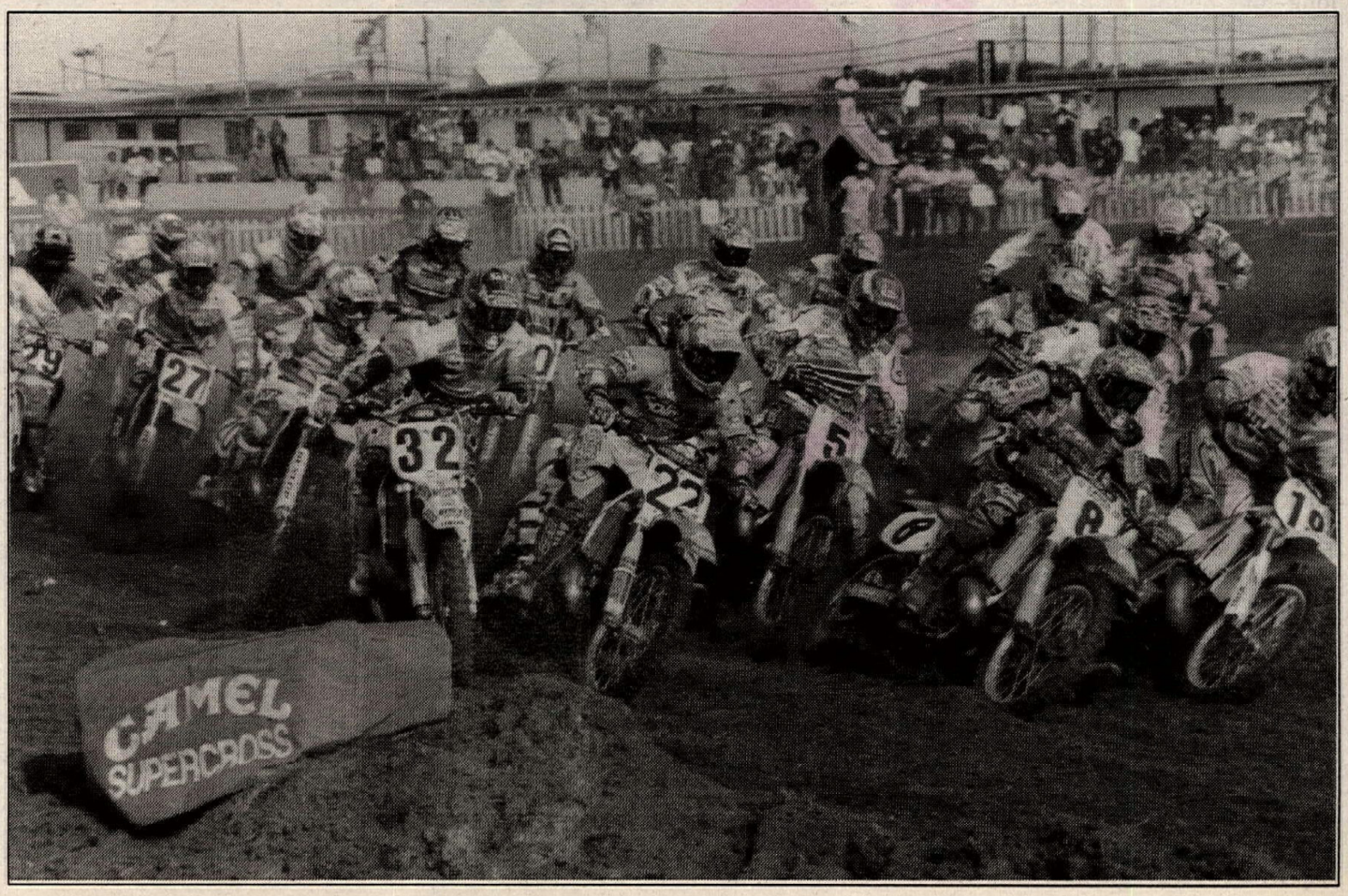
Completing the top three was 500cc National Champion Mike LaRocco. The Team Kawasaki pilot suffered another poor start and methodically picked his way through the field and on to a distant third at the finish. As usual, LaRocco was unhappy with his performance, and made it clear that winning is the only thing that could bring him satisfaction.

"I came through the pack pretty good, but third isn't satisfying at all," said LaRocco. "You have to get a good start here. I knew it, and I didn't. I got a good jump, but the guys on the inside pushed me wide."

But enough of the "men," what about the "boys?"

Finishing fourth was the ever-popular reigning Camel Supercross Champion, Team Honda/1-800-COLLECT's Jeremy McGrath. Though McGrath would beg to differ, each of the top three riders felt that the champ would be the least of their worries on the mile-long, whooped-out Daytona track. McGrath did his best, however, and ran inside the top three for most of the race before falling victim to a late-race charge by LaRocco.

"This isn't even a real supercross track," said the seemingly carefree McGrath. "This is a big outdoor track with supercross-style jumps. I was really nervous before the start of the race - this



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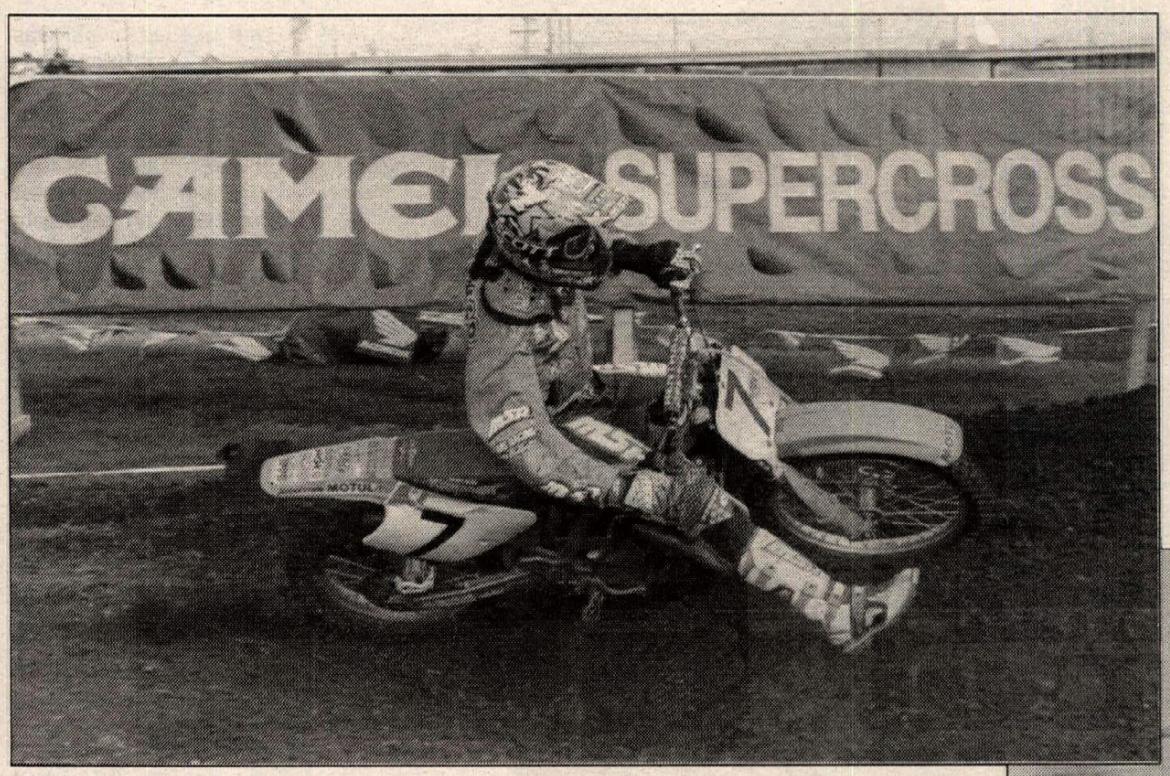
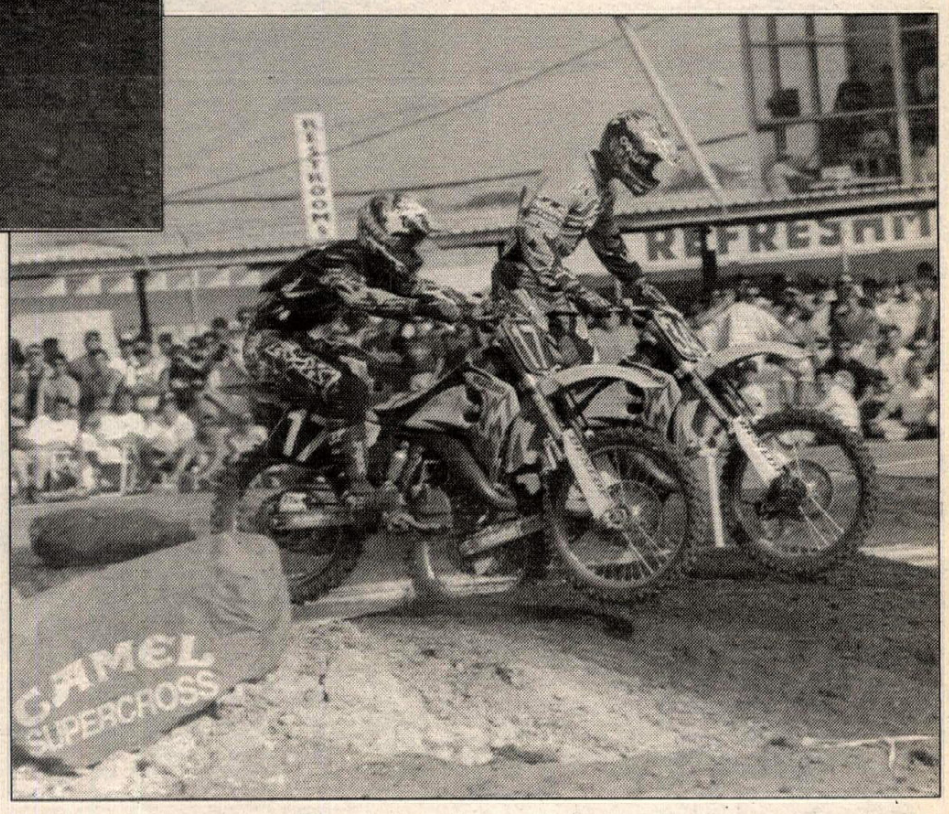


(Left) Mike LaRocco suffered his usual poor start, but worked through the field to finish a distant third. (Below) Ezra Lusk (17) crashed at the start of the 125cc Eastern Regional final and reeled in leader Jimmy Button (34), but was forced to settle for second when he crashed again with two laps to go.



is a big event, and it's really important to Honda. As far as I'm concerned, I did good. I didn't lose too many points and I came away healthy. I just can't wait to get back to the stadiums; then I can beat up on those guys again."

McGrath maintains his commanding series point lead with 159, while Kiedrowski's win vaulted him into second with 121. Stanton is third with 118, six points ahead of LaRocco.

In 125cc Western Regional Supercross Series action, Team Suzuki riders Jimmy Button and Ezra Lusk had the crowd on its feet. Button controlled the race from the get-go, while Lusk found himself picking his motorcycle up out of the dirt in turn one. Lusk put forth an incredible charge, and thanks to a freak crash by the long-gone Button, managed to close within striking distance. Button remounted just in time to stay ahead of his teammate, and a hair-raising battle ensued. The battle climaxed when the two collided in a left-hand turn and Lusk went down. Button raced home the winner, but Lusk finished an extremely popular second. Team RRP rider Tim Ferry was a distant third.

Despite losing his first supercross of the series, Lusk enjoys a comfortable point lead over Button, 122-107. Ferry is third with 97.

250cc

Team Noleen/Sizzler/Yamaha rider Larry Ward grabbed his usual holeshot at the start of the first of three 10-lap heat races and opened up an immediate lead, but Kiedrowski made his intentions clear by taking control of the lead on lap two. Honda's Doug Henry latched on to the rear of Kiedrowski's machine and the two riders swapped the lead several times. It would be Kiedrowski, however, who prevailed at the checkered flag. Stanton and Suzuki's Damon Huffman also worked past Ward, and followed close behind Kiedrowski and Henry at the finish. Ward held on to the fifth and final transfer position.

"It feels good to run with these guys," said 125cc class regular Huffman, who was competing in his first-ever 250cc supercross. "I was right there with Stanton, and if I had hung it out I think I could've passed him."

Team Yamaha's Mike Craig and Team Splitfire/Hot Wheels/Kawasaki rider Ryan Hughes duked it out at the front of the pack in heat two, and after several lead changes Craig rode home the victor. Hughes was second, while Yamaha's Jeff Emig, Shaun Kalos and early leader Jeff Matiasevich rounded out the top five. Team Honda/1-800-COLLECT rider Steve Lamson started strong, but fell victim to a bobbling rider in the second turn. Lamson dropped to nearly 15th, but had worked back to seventh at the finish.

"I was having trouble with a section on the far side of the track," said Craig, "but after Ryno passed me I saw his line and I used it to pass him back."

McGrath sped away with his customary holeshot in the third and final heat race ahead of Honda of Troy's Erik Kehoe and a surprisingly fast-starting LaRocco. McGrath opened up an immediate lead, but once LaRocco worked past Kehoe, he began to quickly reel in McGrath. LaRocco stormed into the lead on lap five and on to an easy win. Happy to qualify, McGrath backed off the pace and finished a distant second. Suzuki's Brian Swink, KTM's Cliff Palmer and Kehoe rounded out the top five.

"I was really nervous and my arms pumped up bad," said McGrath. "I knew it was LaRocco behind me. After he passed me, I figured that there was no reason to waste my energy."

With 15 of the 30 main-event starting positions filled, two eight-lap semis and one six-lap last chance qualifier were used to round out the field. Lamson raced home with a resounding win in semi one, while Suzuki support rider Denny Stephenson took the honors in semi two. Mike Jones topped the LCQ.

Henry led the charge into turn one when the gate dropped for the start of the 25-lap main, and had Craig, Stanton, Hughes, Kiedrowski and McGrath hot on his heels. LaRocco was 13th. Craig raced into the lead briefly, but Stanton was the man on the move and swooped into the lead early in lap two.

"I wanted to get out front and get away from the pack," said Stanton. "I knew that Kiedrowski would be coming."

And Kiedrowski was, indeed, coming. Within the first three laps, the "MX Kied" displaced Hughes and Craig and was breathing down the jerseys of Stanton and Henry. Kiedrowski made his move past Henry on lap four in one of the many rough sets of whoops - and with that, the chase was on.

Stanton and Kiedrowski immediately began to pull away from third-placed Henry and the rest of the pack, circulating the punishing track only a few inches apart. It took Kiedrowski just one lap to study Stanton's line and form a plan of attack, then he raced past in the whoop section that followed the finish line jump.

"We did a lot of suspension testing all week long," said Kiedrowski. "We set the bike up specifically for Daytona. This track gets so rough. Suspension is definitely a factor for the first half of the race - from then on it's endurance."

Stanton latched on to Kiedrowski's tail, but as the race wore on, was not able to maintain the leader's pace.

"I tried to put some heat on him, but I made a few costly mistakes," said Stanton. "I couldn't jump a few of the obstacles out there because of lapped riders, but that's all a part of racing."

Kiedrowski added to his lead with each passing lap, and at the finish enjoyed a 15-second margin over Stanton.

After losing touch with Stanton and Kiedrowski, Henry began to feel the effects of the rough course. That, combined with a mysterious stomach virus that has plagued the 125cc National Champion throughout the year, saw the Honda rider steadily drop off the pace, succumbing first to McGrath, then to a hard-charging LaRocco.

"I felt comfortable for about seven laps, then I started to get tired," said Henry, who was also slowed by a haybale cover in his rear sprocket. "I felt really fast, I just had no energy."

"Doug was pretty cool, he let me by when I caught him," said McGrath, who ran third from lap eight to lap 10 after passing Henry. McGrath's chances of a podium finish looked slim, though, as LaRocco rapidly closed in and began to stalk him. LaRocco motored past in the whoops after the finish jump on lap 11, and with that, the top five finishing positions were set.

"I was hoping to get a better start, but I lined up next to Chicken and he got a better jump off the line than me," said McGrath. "I had to back off a bit and that's why I started so bad. After LaRocco passed me for third, I backed off. I knew that I had a big lead over the next guy."

That next guy was Henry, who held on to fifth, just ahead of a hard-charging Lamson. After starting strong, Lamson crashed hard on the third lap and dropped to the middle of the pack. As the race wore on, Lamson looked stronger and stronger, passing five riders during the final three laps.

"I was coming out of a turn and I lost the front wheel," said Lamson. "I stabbed myself on the handlebars when I crashed, and it took me a few laps to get going again. That hurt!"

Hughes, Huffman, Emig and Ward rounded out the top 10.

125cc

Button set the tone for the day with an easy win in the first eight-lap heat race, while Ferry and Team Penske/Boyesen rider Scott Sheak filled the second and third positions.

Lusk looked like a sure winner in heat two, but a swap on a high-speed straightaway sent the Georgian plowing through a haybale and over the handlebars.

Round 7: Daytona International Speedway

(Left) LaRocco, Kiedrowski and Stanton in winner's circle. Kiedrowski and Stanton were happy with their finishes; LaRocco wasn't. (Below) Ryan Hughes (22) ran up front early in the 250cc main before settling into a solid seventh.

Kawasaki's boy wonder, Robbie Reynard, was quick to pick up the lead and raced off to an easy win over a quick-recovering Lusk. Penske/Boyesen rider John Dowd was third.

Bruce Stratton topped the LCQ.

In the main, Mike Brown, Button, Chad Pederson and Dowd led the charge through turn one, but a pile-up in the back of the pack sent Lusk crashing off the course and onto the banked pavement of the speedway. Lusk remounted quickly, and took to the course in 19th place.

Up front, Button wasted little time with Brown and took control of the lead on the second corner. The lanky Suzuki rider quickly opened up a commanding lead, and by lap five he enjoyed a 17-second margin over the rest. Behind the leader, Brown, Ferry and Dowd waged an all-out war for second, evidently too busy to notice that Lusk had sliced through the field and into fifth by lap six.

Lusk was quick to put in his two cents' worth and zapped Dowd and Brown, but just when he started to work on Ferry, all hell broke loose.

Out front, Button lost control of his machine on a fast whooped-out straight and went over the handlebars.

"I was feeling good, really strong," said Button. "But I have a bad rotator cuff in my shoulder that pops out once in a while. I hit a square edge and it popped out. My entire arm went numb and my hand came off the bars. I crashed pretty hard, but I got up real quick. I wasn't about to lose that win after the lead I had."

Button remounted only a few feet ahead of Ferry and Lusk; he quickly regained his composure and managed to pull away a bit.

Tired of looking at Ferry's rear fender, Lusk blitzed past in the whoops and set out after Button. The crowd came to its feet as Lusk reeled in Button and waited to make his move. That move came with two laps to go, but as Lusk railed the outside of a fast turn, Button rode out of his low line to block-pass his teammate. Lusk's front wheel made contact with Button's rear and his charge was over. Lusk remounted in time to save second, comfortably ahead of third-placed Ferry.

"That was a screwed-up corner," said winner Button. "I had been going in low and riding out high all race long. I don't know if Yogi (Lusk) knew that, but I didn't take him out intentionally."

"There's no hard feelings," said Lusk, who delighted the crowd by riding up the high banks of the speedway and saluting them. "He just put a good block pass on me. This come-from-behind ride was good for me. Coming back after a crash is the sign of a true champion." CN

Daytona International Speedway
Daytona, Beach, Florida
Results: March 12, 1994

250 HEAT 1: 1. Mike Kiedrowski (Kaw); 2. Doug Henry (Hon); 3. Jeff Stanton (Hon); 4. Damon Huffman (Suz); 5. Larry Ward (Yam); 6. Doug Dubach (Yam); 7. Jeff Curry (Kaw); 8. Keith Johnson (Yam); 9. Rich Taylor (Hon); 10. Dan Ulven (Kaw); 11. Phil Lawrence (Suz); 12. Ray Sommo (Yam); 13. Mike Jones (Suz); 14. Todd DeHoop (Hon); 15. Mike Treadwell (Hon); 16. Pat Barton (Suz); 17. Dan Jannette (Yam); 18. Mike Burr (Yam); 19. Ryan Dean (Hon); 20. Travis Blackburn (Kaw); 21. Bill Wallin (Suz); 22. Shane Slother (Yam); 23. R. Reynolds (Hon); 24. Andy Kopp (Yam); 25. G. Dickinson (Yam).
Time: 10 min., 37.91 sec.

HEAT 2: 1. Mike Craig (Yam); 2. Ryan Hughes (Kaw); 3. Jeff Emig (Yam); 4. Shaun Kalos (Yam); 5. Jeff Matiasevich (Yam); 6. Steve Lamson (Hon); 7. Axel Holvoet (Yam); 8. Dag Boyesen (Yam); 9. Chris Coleman (Suz); 10. Kurt McMillen (Hon); 11. Denny Stephenson (Suz); 12. Carl Vaillancourt (Suz); 13. Jeff Glass (Hon); 14. B. Behrmann (Suz); 15. Earl May (Yam); 16. A. Catanzaro (Hon); 17. Travis Hodges (Kaw); 18. Brian Stratton (Hon); 19. R. Johnson (Hon); 20. Kenny Yoho (Suz); 21. Jean-Sebastien Roy (Suz); 22. C. Davis (Hon); 23. M. Morris (Yam); 24. James Seip (Kaw); 25. B. Salander (Suz).
Time: 10 min., 55.69 sec.

250 HEAT 3: 1. Mike LaRocco (Kaw); 2. Jeremy McGrath (Hon); 3. Brian Swink (Suz); 4. Cliff Palmer (KTM); 5. Erik Kehoe (Hon); 6. Gene Naumec (Yam); 7. Tony Graves (Hon); 8. Jeromy Buehl (Yam); 9. Anthony Pocorobba (Suz); 10. R. Richardson (Kaw); 11. Mark Easley (Yam); 12. C. Pomeroy (Yam); 13. Todd Downs (Hon); 14. Ty Birdwell (Hon); 15. C. Gurnee (Kaw); 16. T. Owens (Yam); 17. C. Hansen (Hon); 18. D. Baker (Hon); 19. B. Tremblay (Hon); 20. B. Weinberger (Yam); 21. A. Squires (Suz); 22. Buddy Antunez (Kaw); 23. Mike Healey (Hon); 24. B. Kress (Suz); 25. Jim Chester (Yam).
Time: 10 min., 44.72 sec.

250 SEMI 1: 1. Steve Lamson (Hon); 2. Doug Dubach (Yam); 3. Jeff Curry (Kaw); 4. Rich Taylor (Hon); 5. Todd DeHoop (Hon); 6. Phil Lawrence (Suz); 7. Keith Johnson (Yam); 8. Mike Treadwell (Hon); 9. Carl Vaillancourt (Suz); 10. Dag Boyesen (Yam); 11. Mike Jones (Suz); 12. Danny Ulven (Kaw); 13. Kenny Yoho (Suz); 14. Ray Sommo (Yam); 15. M. Burr (Yam); 16. Ryan Dean (Hon); 17. Brian Stratton (Suz); 18. Butch Smith (Hon); 19. Craig Davis (Hon); 20. Bill Wallin (Suz); 21. Dan Jannette (Yam); 22. Andy Kopp (Yam); 23. Ryan Reynolds (Hon); 24. Jerry Seip (Kaw); 25. Kurt McMillen (Yam); 26. Shane Slother (Yam); 27. Andrew Catanzaro (Hon); 28. Gaylon Dickson (Yam); 29. Travis Blackburn (Kaw); 30. Brian Behrmann (Suz).
Time: 8 min., 7.19 sec.

250 SEMI 2: 1. Denny Stephenson (Suz); 2. Buddy Antunez (Kaw); 3. Mike Healey (Hon); 4. Gene Naumec (Yam); 5. Axel Holvoet (Yam); 6. Jeff Glass (Hon); 7. Austin Squires (Suz); 8. Earl May (Yam); 9. Jean-Sebastien Roy (Suz); 10. Tony Graves (Hon); 11. Chad Pomeroy (Yam); 12. Trey Owens (Yam); 13. Jim Chester (Yam); 14. Anthony Pocorobba (Suz); 15. Ryan Richardson (Kaw); 16. Ty Birdwell (Hon): 17. Todd Downs (Hon); 18. Mark Morris (Yam); 19. Don Baker (Hon); 20. Travis Hodges (Kaw); 21. Ross Johnston (Hon); 22. Brian Salander (Suz); 23. Brad Kress (Suz); 24. Brian Trembley (Hon); 25. Brett Weinberger (Hon); 26. Chris Coleman (Suz); 27. Carl Hansen (Hon); 28. Mark Easley (Yam); 29. Carter Gurnee (Kaw).
Time: 8 min., 27.07 sec.

LCQ: 1. Mike Jones (Suz): 2. Jean-Sebastien Roy (Suz); 3. Keith Johnson (Yam); 4. Mike Treadwell (Hon); 5. Ray Sommo (Yam); 6. Carl Vaillancourt (Suz); 7. Tony Graves (Hon); 8. Chris Pomeroy (Yam); 9. Austin Squires (Suz); 10. Earl May (Yam); 11. Ty Birdwell (Hon); 12. Marty Burr (Yam); 13. Todd Downs (Hon); 14. Anthony Pocorobba (Suz); 15. Pat Barton (Suz); 16. Mark Morris (Yam); 17. Jim Chester (Yam); 18. Danny Ulven (Kaw); 19. Trey Owens (Yam); 20. Kenny Yoho (Suz); 21. Brian Stratton (Suz); 22. Ryan Richardson (Kaw); 23. Dag Boyesen (Yam); 24. Ryan Dean (Hon).
Time: 5 min., 22.82 sec.

25-LAP 250 MAIN: 1. Mike Kiedrowski (Kaw); 2. Jeff Stanton (Hon); 3. Mike LaRocco (Kaw); 4. Jeremy McGrath (Hon); 5. Doug Henry (Hon); 6. Steve Lamson (Hon); 7. Ryan Hughes (Kaw); 8. Damon Huffman (Suz); 9. Jeff Emig (Yam); 10. Larry Ward (Yam); 11. Cliff Palmer (KTM): 12. Brian Swink (Suz); 13. Doug Dubach (Yam); 14. Jeff Curry (Kaw); 15. Erik Kehoe (Hon); 16. Buddy Antunez (Kaw); 17. Todd DeHoop (Yam); 18. Shaun Kalos (Yam); 19. Rich Taylor (Hon); 20. Phil Lawrence (Suz); 21. Axel Holvoet (Yam): 22. Jean-Sebastien Roy (Suz); 23. Denny Stephenson (Suz); 24. Gene Naumec (Yam); 25. Jeff Glass (Hon); 26. Jeff Matiasevich (Yam); 27. Keith Johnson (Yam); 28. Michael Craig (Yam); 29. Mike Healey (Hon); 30. Michael Jones (Suz).
Time: 28 min., 13.65 sec.

AMA CAMEL SUPERCROSS C'SHIP POINT STANDINGS (After 7 of 15 rounds): 1. Jeremy McGrath (159/5 wins); 2. Mike Kiedrowski (121/1); 3. Jeff Stanton (118); 4. Mike LaRocco (112); 5. Michael Craig (108/1); 6. Jeff Emig (105); 7. Steve Lamson (97); 8. Brian Swink (92); 9. Doug Henry (85); 10. Larry Ward (83); 11. Jeff Matiasevich (63); 12. Cliff Palmer (57); 13. Ryan Hughes (36); 14. Doug Dubach (33); 15. Jeromy Buehl (31); 16. Denny Stephenson (29); 17. Larry Brooks (28); 18. Buddy Antunez (27); 19. Erik Kehoe (25); 20. Todd DeHoop (19).

125 HEAT 1: 1. Jimmy Button (Suz); 2. Tim Ferry (Hon); 3. Scott Sheak (Yam); 4. Mike Brown (Hon); 5. Jeff Curry (Kaw); 6. Barry Carsten (Suz); 7. Doug Deehan (Suz); 8. Chad Lough (Suz); 9. Nathan Ramsey (Yam); 10. Anthony Pocorobba (Suz); 11. Tony Amaradio (Kaw); 12. Matt Maximoff (Yam); 13. N. Woemer (Hon); 14. Craig Noack (Suz); 15. C. Kresge (Kaw); 16. G. Nicholson (Kaw); 17. David Gaylord (Kaw); 18. S. Herman (Suz); 19. John Kitsch (Kaw); 20. Matt Shue (Hon).
Time: 7:54.44.

125 HEAT 2: 1. Robbie Reynard (Kaw); 2. Ezra Lusk (Suz); 3. John Dowd (Yam); 4. Chad Pederson (Yam); 5. Davey Yezek (Hon); 6. Kevin Krine (Hon); 7. Ty Wallace (Hon); 8. Mike Treadwell (Hon); 9. Jeff Yentzer (Kaw); 10. Brian Carroll (Suz); 11. C. Brown (Suz); 12. C. Gurnee (Kaw); 13. P. Hizell (Hon); 14. Pat Barton (Suz); 15. Jim Chester (Yam); 16. M. Arnold (Hon); 17. James Eikel (Hon); 18. J. Fesler (Suz); 19. J. May (Suz); 20. Brian Stratton (Suz).
Time: 8:03.10.

125 LCQ: 1. Brian Stratton (Suz); 2. James Eikel (Hon); 3. Brian Carroll (Suz); 4. Craig Noack (Suz); 5. Chad Gurnee (Kaw); 6. Matt Shue (Hon); 7. P. Hizel (Hon); 8. Anthony Pocorobba (Suz); 9. N. Woemer (Hon); 10. Tony Amaradio (Kaw); 11. C. Kresge (Kaw); 12. Jim Chester (Yam); 13. C. Brown (Suz); 14. David Gaylord (Kaw); 15. Matt Maximoff (Yam); 16. M. Arnold (Hon); 17. S. Herman (Suz); 18. J. Fesler (Suz); 19. John Kitsch (Kaw); 20. G. Nicholson (Kaw); 21. Pat Barton (Suz); 22. J. May (Suz).
Time: 5:34.93.

15-LAP 125 MAIN: 1. Jimmy Button (Suz); 2. Ezra Lusk (Suz); 3. Tim Ferry (Hon); 4. John Dowd (Yam); 5. Mike Brown (Hon); 6. Scott Sheak (Yam); 7. Barry Carsten (Suz); 8. Mike Treadwell (Hon); 9. Chad Pederson (Yam): 10. Davey Yezek (Hon); 11. Robbie Reynard (Kaw); 12. Craig Noack (Suz); 13. James Eikel (Hon); 14. Nathan Ramsey (Yam); 15. Doug Deehan (Suz); 16. Ty Wallace (Hon); 17. Brian Carroll (Suz); 18. Kevin Crine (Hon); 19. Bruce Stratton (Suz); 20. Jeff Yentzer (Kaw); 21. Jeff Curry (Kaw); 22. Chad Lough (Suz).

WESTERN REGIONAL 125cc SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 4 of 6 rounds): 1. Ezra Lusk (122/4 wins); 2. Jimmy Button (107/1); 3. Tim Ferry (94); 4. Chad Pederson (77); 5. Mike Brown (74); 6. Robbie Reynard (71); 7. John Dowd (47); 8. Barry Carsten (42); 9. Scott Sheak (39); 10. Jeff Dement (36); 11. Kevin Crine (3); 12. James Eikel (32); 13. Jeff Curry (28); 14. Chad Lough (24); 15. (TIE) Doug Deehan/Joshua Latina (20); 17. Mike Treadwell (Hon); 18. Davey Yezek (18); 19. Jim Chester (16); 20. Nathan Ramsey (14).

Briefly...

An estimated 45,000 fans filled Daytona International Speedway for the Honda-sponsored event. Ironically, Honda riders were shut out of the first-place positions, as Kawasaki's **Mike Kiedrowski** and Suzuki's **Jimmy Button** claimed the two top positions in the 250 and 125cc classes, respectively.

For his win in the 250cc class, **Mike Kiedrowski** collected $10,000 of the $55,000 purse. **Jeff Stanton** and **Mike LaRocco** earned $5000 and $3000, respectively. 125cc class winner **Jimmy Button** earned $2000 from the $10,000 125cc class purse.

The test results are in. After struggling with a sudden lack of energy during most of this year's races, 125cc National Champion **Doug Henry** underwent extensive medical tests prior to the March 6 Gainesville MX Series opener. Before the Daytona Supercross, Henry learned that he suffers from an unusual infection in his stomach. "The doctors said that I have an infection that kills the acids in my stomach. I can't eat carbohydrates, and that's exactly what I've been loading up on before each race," said Henry. "They put me on some medicine and gave me a strict diet to follow. I should be well in a month or so. At least now I know what it is. I guess that's good, but it's also bad - I have to eat a lot of carrots."

After he smoked the second 125cc heat race, many expected Kawasaki's **Robbie Reynard** to be a factor in the 125cc Eastern Regional Supercross main event. In the main, the 16-year-old suffered a seventh-place start and crashed on lap three while trying to pass **John Dowd**. "Robbie hurt his shoulder when he fell," said Robert Reynard Sr., Robbie's father and mechanic. "He can usually rebound from a crash real well, but if he tweaks his shoulder he starts to get worried." Reynard finished 11th.

Mechanic wanted: The Daytona Supercross by Honda marked the last race that **Marshall Plumb** would spin wrenches for Team Noleen/Sizzler/Yamaha's **Larry Ward**. "My father isn't in the greatest of health, and I need to be home to spend some time with him. You only have one set of parents, you know," said Plumb, who resides in Stillwater, Oklahoma. "I want to make it clear that this has nothing to do with Larry. Some people say that he's hard to work with, but he's an absolute great guy. I just need to be home, that's all." Plumb tuned for Team Suzuki prior to joining Team Noleen/Sizzler, turning the wrenches for team members **Brian Swink** and **Guy Cooper**. According to team manager/owner **Clark Jones**, a replacement hasn't been selected, though several mechanics ae being considered.

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Sportcycle KTM
Maryville, (615) 681-7895

TX
Amarillo Hobby House
Amarillo, (806) 355-2921

KTM Of Ft. Worth
Ft. Worth, (817) 335-7792

Cycle Shack Houston
Stafford, (713) 530-9337

Cycle Shack Lubbock
Lubbock, (806) 797-7449

Cycle Town South
Desoto, (214) 230-1870

Mr. Honda Yamaha KTM
El Paso, (915) 545-2453

Texarkana Honda
Texarkana, (903) 831-5500

UT
Sports Trax
Murray, (801) 263-1833

VA
Mark IV Suzuki Inc.
Wytherville, (703) 228-3118

Marks Power Equipment Inc.
Roanoke, (703) 362-2308

Moto-East USA Inc.
Falmouth, (703) 373-6806

VT
Dirt Works Cycles, Inc.
Bennington, (802) 447-8606

WA
Blue Ribbon Cycles
Shelton, (206) 426-4618

Champion Cycle
Bellingham, (206) 734-1320

Dave Russells European M/C
Spokane, (509) 926-6798

I-90 Honda Yanmaha
Issaquah, (206) 391-4490

Lynnwood Yamaha Inc.
Lynnwood, (206) 774-0505

Motocentre
Yakima, (800) 900-2122

N.W. European Cycles
Tacoma, (206) 531-4688

Pro Caliber Inc.
Vancouver, (206) 574-0007

Tri-Cities Cycle Supply
Kennewick, (509) 582-6718

WV
Baisdens Sales And Service
Champanville, (304) 855-7297

Cyrus Cycle Accessories
Prichard, (304) 486-5244

Ridersville Cycle
Berkley Springs, (304) 258-1449

WY
Elite Motors
Laramie, (307) 742-4136

Round 1: Daytona Municipal Stadium

It's Carr's hat

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MAR. 12

Team Harley-Davidson's Chris Carr completed his Daytona Short Track hat trick with a runaway win at the AMA Grand National Championship Series opener, besting the field by over a full straightaway aboard his Kenny Tolbert-tuned Harley-Davidson XR600. Carr also swept the Eastern Regional and 600cc National races held the two evenings prior to the Grand National, but the third win was the sweetest for the former Grand National Champion and the amiable Californian hopes that his victory at the season opener is a prelude of things to come. In 1991, Carr topped the Daytona season opener and went on to win his first Grand National Championship. Deja vu? Carr hopes so.

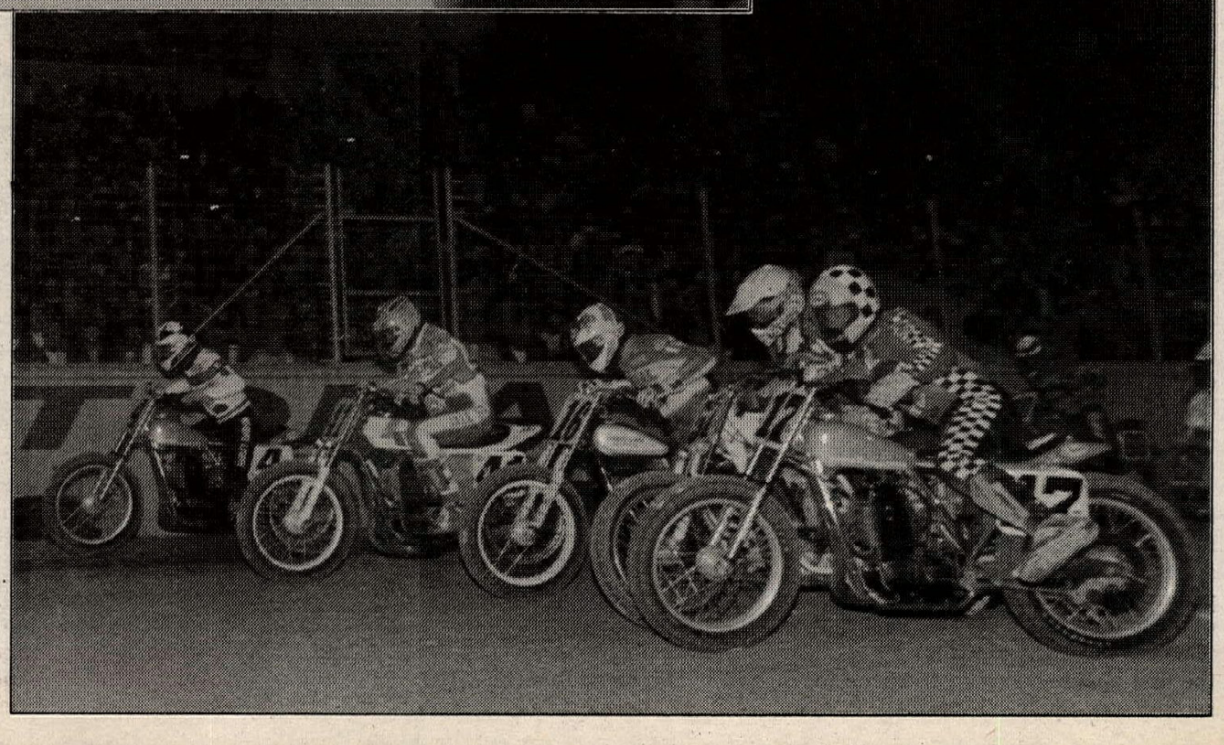
"This is a great way to start the season off," said Carr. "Let me tell you, I definitely have my eyes set on winning my second championship. There's no doubt that winning my first one in 1991 was the realization of my lifelong dream, but I feel that I have something to prove this year. There's always gonna be the controversy about what happened at the Oklahoma City Half Mile, and people are gonna want to put an asterisk by my name in the record books. (Carr and his championship rival, teammate Scott Parker, were involved in a crash at the 1992 Oklahoma City Half Mile that saw Parker sustain knee injuries that sidelined him for two races.) I want to win my second championship going away, with no strings attached."

If Carr's performance at the series opener is any indication, the 26-year-old may do just as he wishes. In winning, Harley-Davidson Inc./Arai/RC Cola/Hap Jones/Sunoco/White Bros.-sponsored Carr gained what many consider to be a 20-point head start on his regular series rivals. Defending Grand National Champion Ricky Graham and four-time champ Parker failed to qualify for the National, and left the stadium pointless. Graham looked spectacular in the pits aboard his yellow, orange and purple Smokin' Joe's Honda, but when he took to the track the story just wasn't the same. After crashing on his first qualifying attempt, Graham turned in a lackluster time on his second go-round that saw him ranked an unusually low - for him - 36th. And things got worse. Graham crashed on the opening lap of his heat, and then again later in his semi final. The three-time champion unsuited and left the track before the main event even started, no doubt to rest up for the following day's Daytona 200 road race, in which he finished a commendable 15th.

"I know that I didn't win last year's championship because of what I did here last year," said Graham, in reference to his 10th-place finish at last year's opener. "I'm not worried; we'll be fine."

For Parker, the evening was a little better, but not by much. The all-time National winner never hit the dirt but, as always, the friendly Michigander didn't look as comfortable on a 600cc machine as on his familiar Bill Werner-tuned XR750s. Parker finished sixth in his heat, and third in his semi - not good enough to make the cut.

Making the cut and rounding out the top three positions, however, were series veteran and all-time short track ace Terry Poovey, aboard his USC Rac-



(Above) Terry Poovey, Chris Carr and Brett Landes were all smiles after the 25-lap National. (Right) Carr (4) got the jump on Landes (41), Ronnie Jones (16), Rusty Rogers (57) and Aaron Hill (17) at the start of the National.

ing-sponsored Rotax, and an ultra-impressive Brett Landes, Graham's one-time Team Undo protege.

In order to provide a wider racing line and a better show for the spectators, Daytona's Jim France requested that an abundance of water be dumped on the track in the early afternoon. The result was a race program that ran seriously late, and a track that managed to groove up, despite the track crew's effort to prevent such conditions. At 5:00 p.m., the time when practice sessions were scheduled to start, the track was a muddy quagmire. After an extensive wheel-packing session, riders were finally allowed to take to the track after the sun had set. The show was further delayed when rider after rider waved off their first qualifying attempts during time trials, hoping that the oval would dry up and yield better lap times as the evening wore on. The trick worked for some, but the fastest qualifier of the evening was Poovey, who opted to keep his first hot lap. Poovey's 19.393 time was the fastest of the night, but well off the track record of 17.891, set by Carr in 1992. Loral Lake Racings' Ronnie Jones, Sacramento of Harley-Davdison's Aaron Hill, Carr and LA Racing rider Lance Jones rounded out the fastest five.

Time trials ended at 9:00 p.m., and the 9000 extremely-patient spectators on hand were delighted when opening ceremonies commenced, over one hour behind schedule.

600cc

Six 10-lap, 10-rider heat races were run, each offering only two direct transfers, which filled 12 of the 16 starting spots in the main. The remaining four positions were awarded to the winners of the four eight-lap semis.

Poovey got the jump on the field in the first heat and raced off with a four-second lead - quite substantial, considering that lap times averaged near the 20-second mark - over runner-up Rusty Rogers, who raced a trick KTM 600. Graham started the race fourth, but spun out in turn four on the first lap and dropped out of contention. The ever-popular Jay Springsteen finished third aboard his Bartels' Harley, but would have to return in a semi.

Like Poovey, Ronnie Jones performed a similar disappearing act in heat two, while Total Control Racing's Kevin Atherton thrilled the crowd with a come-from-behind ride to grab the second transfer position.

Hill raced to an easy win in the third heat aboard a factory Harley-Davidson XR600 that he borrowed from long-time friend Carr, while Skip Eaken Racing-sponsored Davey Camlin passed Andy Tresser for the second ticket to the main.

Carr spanked the field in heat four, while BBRP's Dan Stanley motored home a distant second.

The fifth heat race marked the arrival of highly touted rookie expert Kenny Coolbeth. Though the Gardner Racing pilot didn't win, he did finish second to Garvis Honda's Rich King to earn a spot in the National.

Landes, and Oden & Hewitt Racing's Duane Veeder were delighted to take over first and second place in the final heat race when leader Will Davis made a costly mistake in turn one while leading and dropped to third. The heat race win was the first-ever for Landes, and the soft-spoken Californian was overjoyed with his performance. Little did he know that better things would follow.

Modesto Harley rider Matt Wait, Tresser, Clint Vahscholtz and Davis topped the four semis and rounded out the National grid.

When the light went green at the start of the 25-lap National, Carr powered off the outside pole position and led the field into turn one. A groan rose from the crowd, as many expected Carr to perform his third runaway win in as many tries. Poovey had other ideas, however, and latched on to the tailsection of Carr's Harley. Landes was third off the line, and led an impresive list of more-experienced riders around the track.

Within four laps, Carr, Poovey and Landes had broken away from the field, but Davis had sliced through the pack after starting on the third row and was closing in fast.

"I knew that Poovey would be the one to pressure me," said Carr. "From watching his heat, I knew that he and I were the fastest guys here. I didn't even have to look back, I knew it was him."

Poovey shadowed Carr's every move, and at one point even tried to pull alongside the leader as they raced out of turn two.

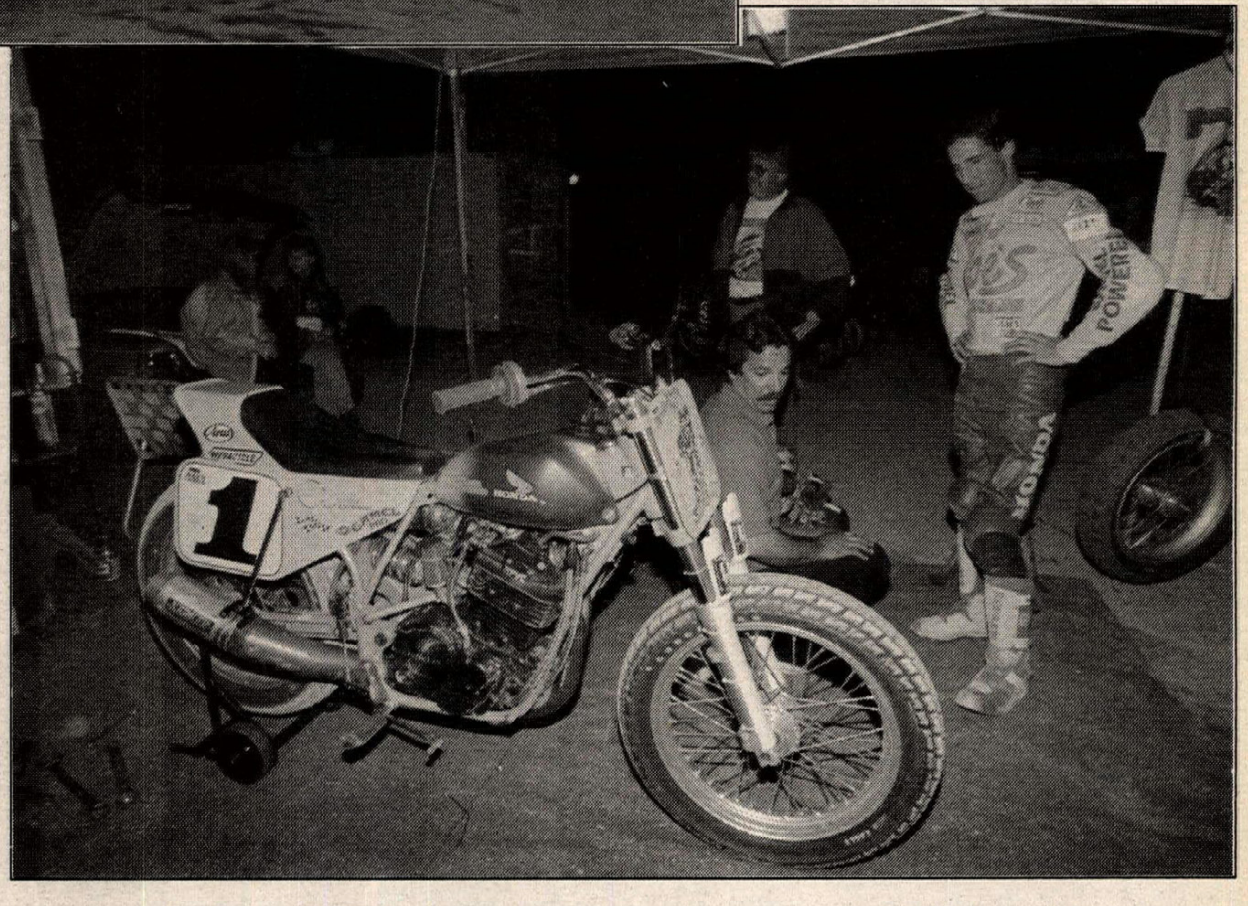
"I was getting a better drive than Chris coming out of two, but he would have had to make a mistake for me to get by," said Poovey. "I tried to get a wheel in there, but I couldn't."

For 15 laps, Poovey stayed glued to Carr's back tire, while Landes ran alone, some 10 bikelengths back. Davis was equally alone, several bikelengths further back.

"I knew that I wouldn't have to worry about Terry sticking it to me," said Carr. "He and I have a mutual understanding. He knows that I would never run into him, and he'd never do that to me, either."

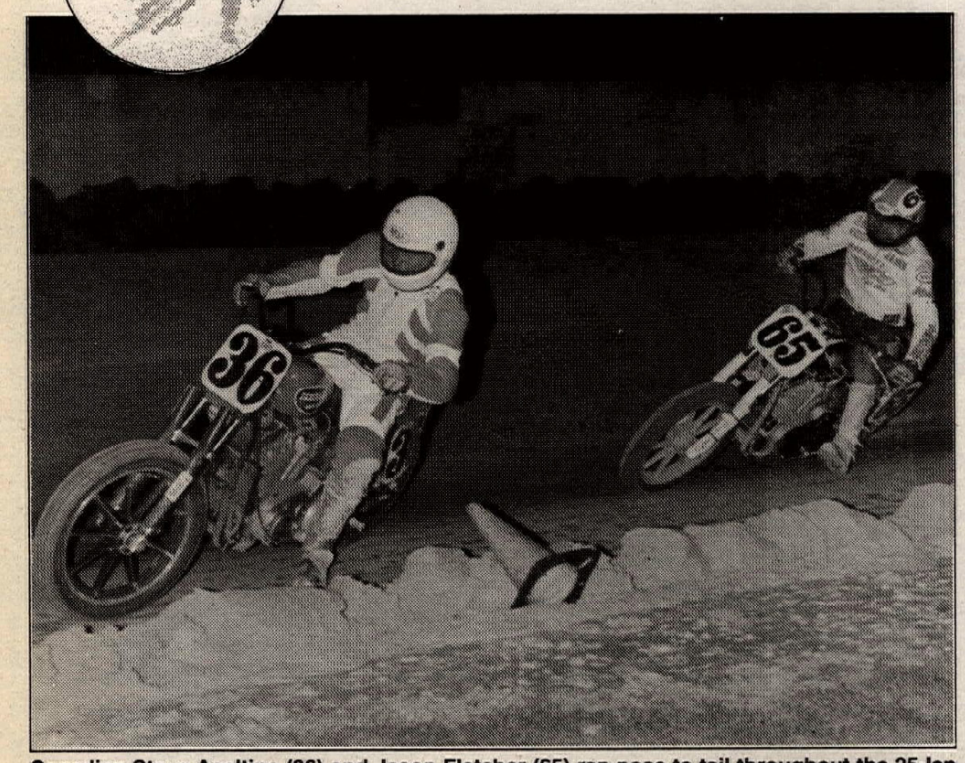
As lapped traffic began to become more of a factor, Carr began to pull away form the once hard-charging Poovey.

"Chris just got some better breaks in



(Above) Team Undo's Brett Landes turned in a commendable ride and finished third. Landes closed in on runner-up Poovey in the closing stages. (Right) Grand National Champion Ricky Graham failed to make the program aboard his Smokin' Joe's Honda.

Round 1: Daytona Municipal Stadium



Canadian Steve Aseltine (36) and Jason Fletcher (65) ran nose to tail throughout the 25-lap 883 National. Aseltine led every lap to score his first-ever 883 National win.

traffic than I did," said Poovey. "It could have gone either way."

What Poovey didn't know, however, was that Landes was closing in quickly. When the white flag flew, Landes had closed to within five bikelengths of Poovey, and was even closer as they raced across the finish line.

"I stayed the same distance behind him through most of the race," said Landes. "Then at the end, I started to go faster and faster. I think I could have done something with him if there were a few laps left."

At the finish, Carr enjoyed a full straightaway lead over Poovey and Landes. Davis fell victim to a flat rear tire with five laps to go and was passed for fourth by King, but heroically managed to hold on for fifth.

"Things started to get wiggly out back and I thought, 'Oh no, not now,'" said Davis. "I wasn't about to pull off either, I just rode her out. Scary!"

Jones was sixth, while Hill worked up to seventh after a close encounter with another rider at the start. "Rogers spun sideways off the line and bumped into me," said the usually fast-starting Hill. "From there on it was just a struggle through the pack."

Coolbeth, Veeder and Atherton rounded out the top 10.

883

After a series of heat races and semis run early in the afternoon before the track was watered, the stage was set for the 25-lap Harley-Davidson 883 National. After over four hours off of their machines, many of the 883 racers were anxious to get the racing underway - maybe too anxious.

Thanks to numerous first-turn crashes and one turn-three altercation between Jason Fletcher and Springsteen, that saw Springsteen fall and break his wrist, the red flag flew several times. The fourth restart was the last, as all 16 riders managed to make it through lap one without crashing.

Jovial Canadian Steve Aseltine put his Donahue H-D/Delano Sports Center-backed 883 in the lead, ahead of Moroney's H-D rider Fletcher, Springsteen and Daytona Budweiser's Scott Stump.

Aseltine, the winner of the 1991 Daytona Short Track Grand National, put his considerable experience at the circuit to good use and guarded his lines well, despite the relentless pressure from Fletcher. The two riders ran nose-to-tail throughout the entire 25-lap race and pulled well clear from the rest of the field.

"About the only place that I didn't try to pass Steve was up on the wall, doing a bermshot," said Fletcher. "You couldn't move off the groove because it was so slick, so I had to just wait for him to make a mistake."

That mistake never came, as Aseltine stayed glued to the groove and raced home the winner.

"I just tried to ride smooth and keep it out front," said Aseltine. "My face shield kept fogging up and I had to open it on the straightaways to unfog it. That was my only problem."

After running a solid third throughout most of the race - despite suffering with a broken right wrist - Springsteen pulled off the track on lap 20 with a blown motor. Stump was the direct beneficiary of Springsteen's misfortune, and the now-svelte rider raced home third.

"It's hard to go fast on a track like this on a 600 - imagine how hard it is to go fast on an 883. This is the slickest track I've ever been on," said Stump. "All those restarts happened because everyone was trying to win the race at the start. You can't do that on these bikes - you have to be cool." CN

Municipal Stadium
Daytona Beach, Florida
Results: March 12, 1994 (Round 1 of 22)

TIMED QUALIFYING: 1. Terry Poovey (19.393); 2. Ronnie Jones (19.440); 3. Aaron Hill (19.524); 4. Chris Carr (19.553); 5. Lance Jones (19.554); 6. Will Davis (19.676); 7. Brett Landes (19.757); 8. Kenny Coolbeth (19.776); 9. Dan Stanley (19.805); 10. Davey Camlin (19.813); 11. Matt Wait (19.845); 12. Don Wilson (19.947); 13. Rusty Rogers (20.000); 14. Robert Lewis (20.012); 15. Dave Hebb (20.017); 16. Tommy Colson (20.027); 17. Rich King (20.029); 18. Clint Vahscholtz (20.058); 19. Steve Morehead (20.069); 20. Scott Parker (20.079); 21. Kris Armentrout (20.137); 22. Andy Tresser (20.146); 23. Kevin Atherton (20.154); 24. Mike Hacker (20.156); 25. Rex Fisher (20.174); 26. Charlie Orr (20.181); 27. Doug O'Boyle (20.219); 28. Craig Estelle (20.223); 29. Claude Racine (20.248); 30. Ted Taylor (20.254); 31. Shawn Clark (20.257); 32. Jean Bourret (20.274); 33. Eric O'Boyle (20.277); 34. Kenton Longcor (20.288); 35. Roger Durkee (20.309); 36. Ricky Graham (20.314); 37. Jay Springsteen (20.316); 38. George Roeder (20.319); 39. Larry Pegram (20.333); 40. Scott Stump (20.334).

HEAT 1: 1. Terry Poovey (Rtx); 2. Rusty Rogers (KTM); 3. Jay Springsteen (Rtx); 4. Greg Sims (Rtx); 5. Don Wilson (Rtx); 6. Rex Fisher (W-R); 7. Mike Hacker (Rtx); 8. Ian Segedy (Rtx); 9. Kevin Olliges (ATK); 10. Ricky Graham (Hon).
Time: 3 minutes, 18.09 seconds.

HEAT 2: 1. Ronnie Jones (Rtx); 2. Kevin Atherton (Rtx); 3. Robert Lewis (Rtx); 4. Roger Durkee (Rtx); 5. Matt Wait (W-R); 6. Scott Buchan (Rtx); 7. George Roeder II (Rtx); 8. Pat Buchanan (Rtx); 9. Brian Tillson (Rtx); 10. Charlie Orr (Rtx).
Time: 3:18.96.

HEAT 3: 1. Aaron Hill (H-D); 2. Davey Camlin (Rtx); 3. Andy Tresser (Rtx); 4. Kenton Longcor (Rtx); 5. Doug O'Boyle (Rtx); 6. Jason Fletcher (Rtx); 7. Larry Pegram (Rtx); 8. Frankie Kaiser (W-R); 9. Ty Howard (Kaw); 10. Dave Hebb (Rtx).
Time: 3:22.99.

HEAT 4: 1. Chris Carr (H-D); 2. Dan Stanley (Rtx); 3. Tommy Colson (Hon); 4. Kris Armentrout (Hon); 5. Craig Estelle (Rtx); 6. Eric O'Boyle (Rtx); 7. Bret Beyer (Rtx); 8. Scott Stump (Hon); 9. Dale Jenneman Sr. (Rtx); 10. Todd Sharpless (Rtx).
Time: 3:17.79.

HEAT 5: 1. Rich King (Hon); 2. Kenny Coolbeth (W-R); 3. Lance Jones (Rtx); 4. Kevin Varnes (Rtx); 5. Georgie Price (Rtx); 6. Scott Parker (H-D); 7. Jean Bourret (Rtx); 8. Charles Buchanan (Rtx); 9. Robbie Miller (Rtx); 10. Claude Racine (Rtx).
Time: 3:21.74.

HEAT 6: 1. Brett Landes (Rtx); 2. Duane Veeder (Rtx); 3. Will Davis (C-A); 4. Clint Vahscholtz (W-R); 5. Shawn Clark (Rtx); 6. Ted Taylor (Rtx); 7. Paul Iwanaga (Rtx); 8. David Lloyd (Hon); 9. Kyle Long (Rtx); 10. Steve Morehead (Rtx).
Time: 3:20.71.

SEMI 1: 1. Matt Wait (W-R); 2. Jason Fletcher (Rtx); 3. Jay Springsteen (Rtx); 4. Greg Sims (Rtx); 5. Mike Hacker (Rtx); 6. Roger Durkee (Rtx); 7. Doug O'Boyle (Rtx); 8. Pat Buchanan (Rtx); 9. Brian Tillson (Rtx); 10. Dave Hebb (Rtx); 11. Ty Howard (Kaw); 12. Ian Segedy (Rtx).
Time: 2:41.87.

SEMI 2: 1. Andy Tresser (Rtx); 2. Larry Pegram (Rtx); 3. Kenton Longcor (Rtx); 4. Charlie Orr (Rtx); 5. Robert Lewis (Rtx); 6. Scott Buchan (Rtx); 7. Don Wilson (Rtx); 8. Frankie Kaiser (W-R); 9. Kevin Olliges (ATK); 10. Ricky Graham (Hon).
Time: 2:43.38.

SEMI 3: 1. Clinton Vahscholtz (W-R); 2. Tommy Colson (Hon); 3. Scott Parker (H-D); 4. Shawn Clark (Rtx); 5. Kris Armentrout (Hon); 6. David Lloyd (Hon); 7. Scott Stump (Hon); 8. Bret Beyer (Rtx); 9. Robbie Miller (Rtx); 10. Georgie Price (Rtx); 11. Steve Morehead (Rtx).
Time: 2:43.13.

SEMI 4: 1. Will Davis (C-A); 2. Kevin Varnes (Rtx); 3. Paul Iwanaga (Rtx); 4. Craig Estelle (Rtx); 5. Jean Bourret (Rtx); 6. Lance Jones (Rtx); 7. Todd Sharpless (Rtx); 8. Ted Taylor (Rtx); 9. Dale Jenneman Sr. (Rtx); 10. Charles Buchanan (Rtx); 11. Claude Racine (Rtx); 12. Eric O'Boyle (Rtx).
Time: 2:39.77.

25-LAP NATIONAL: 1. Chris Carr (H-D); 2. Terry Poovey (Rtx); 3. Brett Landes (Rtx); 4. Rich King (Hon); 5. Will Davis (C-A); 6. Ronnie Jones (Rtx); 7. Aaron Hill (H-D); 8. Kenny Coolbeth (W-R); 9. Duane Veeder (Rtx); 10. Kevin Atherton (Rtx); 11. Dan Stanley (Rtx); 12. Davey Camlin Rtx); 13. Matt Wait (Rtx); 14. Andy Tresser (Rtx); 15. Clint Vahscholtz (W-R); 16. Rusty Rogers (KTM).
Time: 8:06.50.

25-LAP NATIONAL CHAMPIONSHIP POINT STANDINGS (After 1 of 22 rounds): 1. Chris Carr (20); 2. Terry Poovey (16); 3. Brett Landes (13); 4. Rich King (11); 5. Will Davis (10); 6. Ronnie Jones (9); 7. Aaron Hill (8); 8. Kenny Coolbeth (7); 9. Duane Veeder (6); 10. Kevin Atherton (5); 11. Dan Stanley (4); 12. Davey Camlin (3); 13. Matt Wait (2); 14. Andy Tresser (1); 15. Clint Vahscholtz (1); 16. Rusty Rogers (1).

25-LAP HARLEY-DAVIDSON 883 NATIONAL: 1. Steve Aseltine; 2. Jason Flethcer; 3. Scott Stump; 4. Rich King; 5. Geoff Clark; 6. Tommy Colson; 7. Matt Wait; 8. Rob Gette; 9. Shawn McNary; 10. James Hart; 11. Joe Winston III; 12. Randy Texter; 13. Paul Morgan; 14. Jay Springsteen; 15. Jess Roeder; 16. Doug Beattie.
Time: 8:42.47.

AMA HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 15 rounds): 1. Steve Aseltine (20); 2. Jason Flethcer (16); 3. Scott Stump (13); 4. Rich King (11); 5. Geoff Clark (10); 6. Tommy Colson (9); 7. Matt Wait (8); 8. Rob Gette (7); 9. Shawn McNary (6); 10. James Hart (5); 11. Joe Winston III (4); 12. Randy Texter (3); 13. Paul Morgan (2); 14. Jay Springsteen (1); 15. Jess Roeder (1); 16. Doug Beattie (1).

Upcoming Rounds
Round 2 - Sacramento, California, April 23
Round 3 - Pomona, California, May 14

Briefly...

For his win at the Daytona Short Track, **Chris Carr** earned the lion's share of the $33,000 purse, taking home $4100, while runner-up **Terry Poovey** and **Brett Landes** earned $2850 and $1600, respectively.

Larry Pegram replacing **Ricky Graham** on Team Undo wasn't the only change that occured in the off season for the privateer team. **Panasonic Car Audio**, the team's former major sponsor, has been replaced by **Audiovox**, a competing hi-fidelity electronics company. "Panasonic wasn't willing to up their sponsorship dollars," said Team Undo's **Jim Landes**. "We felt that after winning the championship we deserved a bit more. Audiovox stepped up to the plate and that was that." The team also signed Quaker State Oil on as a major sponsor. Frontier Ford, Arai, Joe Shmoe Graphics, D.I.D., Sunoco, Lindemann Engineering, Supertrapp, Dirt Track Plates, Lillie R&D, Motion Pro and Fox continue to support the team.

Speaking of **Team Undo**, second-year expert **Brett Landes** was overcome with delight after finishing third in the National. "This is my best-ever finish by far," said the personable 23-year-old. "I was the runner-up in the Rookie of the Year standings last year with 14 points, and tonight at the first race I scored 13! It hasn't sunk in yet, it probably will sometime on the plane home."

After being a front-runner at the preceeding Regional and 600cc National races, series veteran **Steve Morehead** was sidelined at the National with a blown motor. "It sucked a valve," said a disappointed Morehead. "I was going pretty good in my heat race and all of a sudden she quit and about threw me off." The 1994 season marks the 20th year that Morehead has competed as an expert, and the "Findlay Flier" was seen selling commemorative T-shirts in the pits. "Hey, they'll be collector's items someday," he said.

A wider-than-usual variety of machines was on hand at the National, as Harley-Davidson, Rotax, Wood-Rotax, Can-Am, Honda, KTM and Kawasaki machines filled the entry lists. Perhaps the most interesting machines were the KTM of **Rusty Rogers**, and the Kawasakis of **Steve Aseltine** and **Ty Howard**. All three machines were water-cooled, and looked quite unusual in comparison to the common air-cooled Rotax engines, with their traditional look. Rogers' machine features a KTM LC4 600cc engine. "We've secured a sponsorship from the KTM factory," reported Rogers. "They supplied us with three complete motors and told us to go racing. We about have it figured out now, and the bike was running real good all night." Rogers ran in the top 10 during the main before slowing with a flat tire. Aseltine's Kawasaki had a more-unique story behind it. "I had a guy come in and have $180 worth of work done on his 1986 KLR600, and he never came back for it," said Aseltine's sponsor, **Butch Donahue**, owner of Delano Sports Center, a Delano, Minnesota, multi-line dealership. "I ripped the motor out of it and wedged it into a chassis. Altogether, the whole thing cost me only $1400. It would sure be neat to see it in the main." Unfortunately, Aseltine missed qualifying for the Grand National, but made up for it by winning the 883 National.

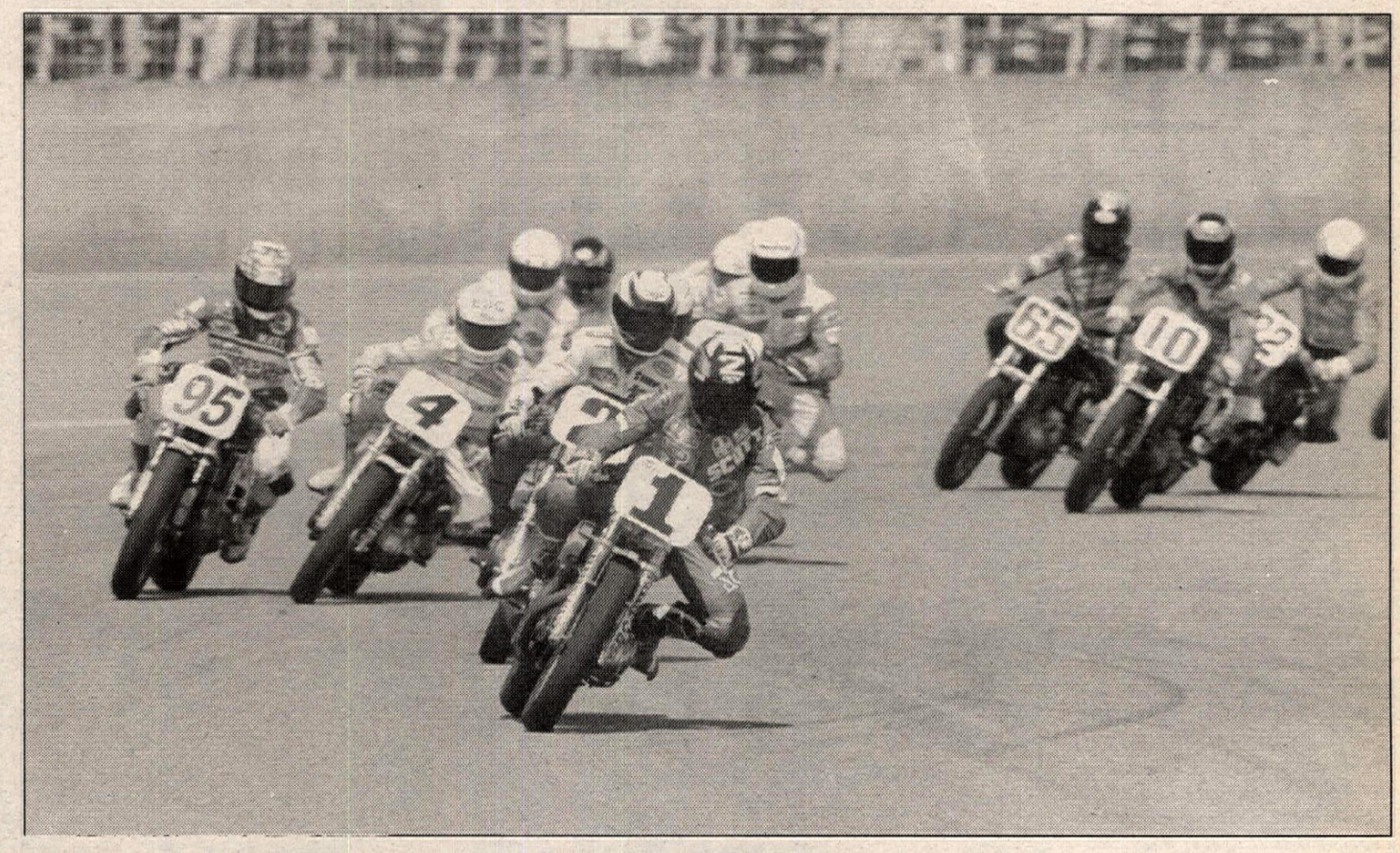
The **timed qualifying** sessions at the Daytona Short Track may go down in history as the last-ever in Grand National Championship Series history. "This will be the last time that a timed qualifying session will be used to reduce the field and assign heat-race starting positions," said AMA Dirt Track Referee **Bruce Bober**. "We will instead be implementing a scratch heat program to thin the field. "There is one main advantage," Bober continued. "At many of last year's races, we controlled the riding line during practice sessions by chalking off the inside line after the first half of practice had been run. The result was a wider groove that allowed more places to pass. All of that would go away, however, after time trials. During time trials, every rider would ride the good, low line and a narrow groove would form. Running scratch heats directly after practice, rather than time trials, should keep the racing line wider."

Though a few riders objected to the idea, most racers agreed with the new format. Doubters argued that the scratch heat program would cost them $100 more (for tires) per race, and cause extra wear and tear on their machines. Perhaps the best rebuttal against those complaints came from **Terry Poovey**, who said, "When there's time to give those same guys a few extra practice sessions, you don't hear them complaining."

After being soundly trounced by **Ricky Graham** last season, you can bet that the Harley-Davidson factory has a few new tricks up its sleeves for the '94 season. **Chris Carr** used several of the Volusia County Speedway races, held earlier in the week, to test a new single-shocked chassis on his Harley-Davidson XR750. "This is the first time that we've run a single shock on a Harley," said Carr. "The chassis was built by **Terry Knight**. So far, **Kenny Tolbert** has it dialed in pretty well. The (April 23) Sacramento Mile will be the real test."

Zampach stays perfect

By Henny Ray Abrams
Photos by Abrams & Daytona International Speedway



DAYTONA BEACH, FL, MAR. 13

Tilley's Harley-Davidson's Scott Zampach capped off a perfect week with his fourth win in four tries at Daytona International Speedway, though this one was the sweetest. Despite winning 20 Harley-Davidson Twin Sports races over the past three years, the three-time defending Twin Sports Champion had never won on Sunday during Motorcycle Week. That all changed today.

"I've been trying to win this one for a while," Zampach said after winning the first of 11 rounds of the Twin Sports series. "I've won the fall race, but never this one. I was really confident going into this race this morning. In practice, I went out on new tires and crashed on my first lap in the horseshoe - I'd never done that. Then I found out that Shawn (Higbee) did the same thing. My bike suffered some pretty good damage, and to put the bike back together and be here, I'm real happy."

The race was typical for the H-D 883's at Daytona - close to the end, with the race being decided from the exit of the chicane to the checkered flag. This time Zampach was in the wrong place, but Bartel's H-D's Shawn Higbee made a mistake on the banking allowing Zampach to break the draft and race to the flag with a cushion of .301 seconds. Zampach added this win to his two wins in the two Middleweight Team Challenges and an AMA/CCS Twin Sports victory.

Zampach completed the seven-lap, 25-mile race in 15 minutes, 42.889 seconds at an average speed of 95.146 mph.

"I knew to be able to catch Scott at the end of the race, I had to get a slingshot draft," Higbee said after finishing second. "I couldn't just follow him to be able to pass. I didn't have the motor to do that, so I knew that I had to hang back as long as I could without losing the draft. I second-guessed myself halfway between NASCAR turns three and four and cracked off the throttle a little bit to get more a distance between us. I just lost it a little and came up short at the end."

The battle for third was between Brian's H-D's Ron McGill and Hal's H-D's Andy Fenwick. McGill came out on top on the track but lost in the teardown, being disqualified for engine modifications, which handed third to Fenwick.

"He was disqualified for a cylinder that didn't meet proper specifications," said Roy Janson, the AMA's Pro Racing Director. "There were visible signs of modification and the cylinder didn't meet the proper dimensions." Janson said that McGill has 48 hours to file an appeal; there is a $300 charge for the filing. McGill said he would appeal the decision.

Ironically, in Victory Lane McGill said, "That was one of the toughest races for third I've ever had. Andy (Fenwick) put in a really good show and deserves to be up here as much as I do."

Fenwick had gotten hung up when a backmarker crashed in front of him in the chicane and he had to take evasive action. McGill took the initiative and beat Fenwick to the flag, though it will be a few weeks before it's decided whether it was all for naught.

(Above) Scott Zampach (1) led Shawn Higbee (2) at the start of the Harley-Davidson Twin Sport Series and (right) at the finish.

Matt Wait finished fourth, Suburban H-D's Dick Koehler was fifth, and JW Racing's Jim Whitaker was sixth. The fight for seventh was waged between five riders, with Fletcher's H-D's Shawn McNary getting the spot. Of the 41 starters, there were 30 finishers.

The start belonged to Zampach, the Milwaukee rider leading the charge through turn one with Higbee, McGill, Low Country H-D's Chuck Blackmon, and Matt Wait in tow. The order changed at the end of the first lap, then again soon into the second when Blackmon crashed in turn one. He briefly tried to re-start his 883 before pushing it behind the wall.

Out front, Higbee was in the lead, his engine appearing slightly stronger on the banking as he drafted past Zampach for the lead. McGill and Fenwick paired up and took leave of the pack, with the next few spots running solo.

Zampach took the lead back to end the third lap. Higbee led the fourth lap, with Zampach taking it back again, going into turn one on the brakes, to start the fifth lap. McGill stayed in front of Fenwick the whole time; Wait was running alone in fifth, as was Koehler in sixth, and Whitaker in seventh.

The fifth lap ended with Higbee out front, a spot he held to the end of the sixth lap. Then Higbee went wide exiting turn one allowing Zampach to go past and take the lead, not the most advantageous spot to be in on the final lap - but Zampach made it work and held off Higbee at the line.

"I knew - being here all week and racing with Shawn and the other riders - what it was going to come down to," Zampach said. "It was pretty much a two-rider battle."

Andy Fenwick hung back from McGill, then took over third just before the chicane. It turned out to be the wrong place to be when a lapped rider fell in front of him. McGill scooted by to finish third, only to have it taken away from him in the teardown.

Wait was alone in fifth, as was Koehler in sixth, with McNary leading the freight train for seventh. Jim Whitaker got by McNary, with Richie Morris getting by Randy Texter for eighth, and Yvon DuHamel getting the better of fellow racing legend Roger Reiman for 10th. CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 13, 1994

H-D TWIN SPORTS FINAL: 1. Scott Zampach; 2. Shawn Higbee; 3. Andy Fenwick; 4. Matt Wait; 5. Dick Koehler; 6. Jim Whitaker; 7. Shawn McNary; 8. Richie Morris; 9. Randy Texter; 10. Yvon DuHamel; 11. Roger Reiman; 12. Don Greene; 13. Eric LaCruze; 14. Danny Roberts; 15. Billy Graef; 16. Darvin Loyd; 17. Geoffrey Eric Clark; 18. Gary Stas; 19. Daniel Kuttner; 20. Joe Winston; 21. Rick Hutchins; 22. Doug Beattie; 23. Robert Buffington; 24. David Yesman; 25. Michael Friberg; 26. George Price; 27. Jeff Harding; 28. Kazuhiko Yamazaki; 29. Joseph Santa Maria; 30. Donald Paul; 31. Ken Serakas; 32. Ernie Kicklighter; 33. Jason Fletcher; 34. Tony Montenegro; 35. Steve Blackburn; 36. Matthew Guidera; 37. Jon Stauffer; 38. Chuck Blackmon; 39. Brian Kohl; 40. Shorty Wallace.
Time: 15 min., 42.889 sec.
Distance: 7 laps; 25 miles.
Average speed: 95.146 mph.
Margin of victory: .301 sec.
H-D TWIN SPORTS C'SHIP POINT STANDINGS: 1. Scott Zampach (35); 2. Shawn Higbee (32); 3. Andy Fenwick (30); 4. Matt Wait (28); 5. Dick Koehler (26); 6. Jim Whitaker (25); 7. Shawn McNary (24); 8. Richie Morris (23); 9. Randy Texter (22); 10. Yvon DuHamel (21); 11. Roger Reiman (20); 12. Don Greene (19); 13. Eric LaCruze (18); 14. Danny Roberts(17); 15. Billy Graef (16); 16. Darvin Loyd (15); 17. Geoffrey Eric Clark (14); 18. Gary Stas (13); 19. Daniel Kuttner (12); 20. Joe Winston (11); 21. Rick Hutchins (10); 22. Doug Beattie (9); 23. Robert Buffington (8); 24. David Yesman (7); 25. Michael Friberg (6); 26. George Price (5); 27. Jeff Harding (4); 28. Kazuhiko Yamazaki (3); 29. Joseph Santa Maria (2); 30. Donald Paul (1).

Filice pulls it off

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR.11

"About a month ago I didn't know whether I'd even be here - but my boss, Wayne Rainey, provided me this chance to do the job," said AMA 250cc Grand Prix National Champion Jimmy Filice - and what a job it was.

For the second year in a row, Filice dominated the 100-Kilometer International Lightweight 250cc race, this time establishing an early lead and fending off the advances of Performance South Racing's Rich Oliver. As in 1993, Oliver followed Filice to the flag.

"Rich is tough," Filice said. "He had a little better gearing for the wind. He kept passing me down the back, and I kept passing him down the front. I wasn't going to give up until I won this race."

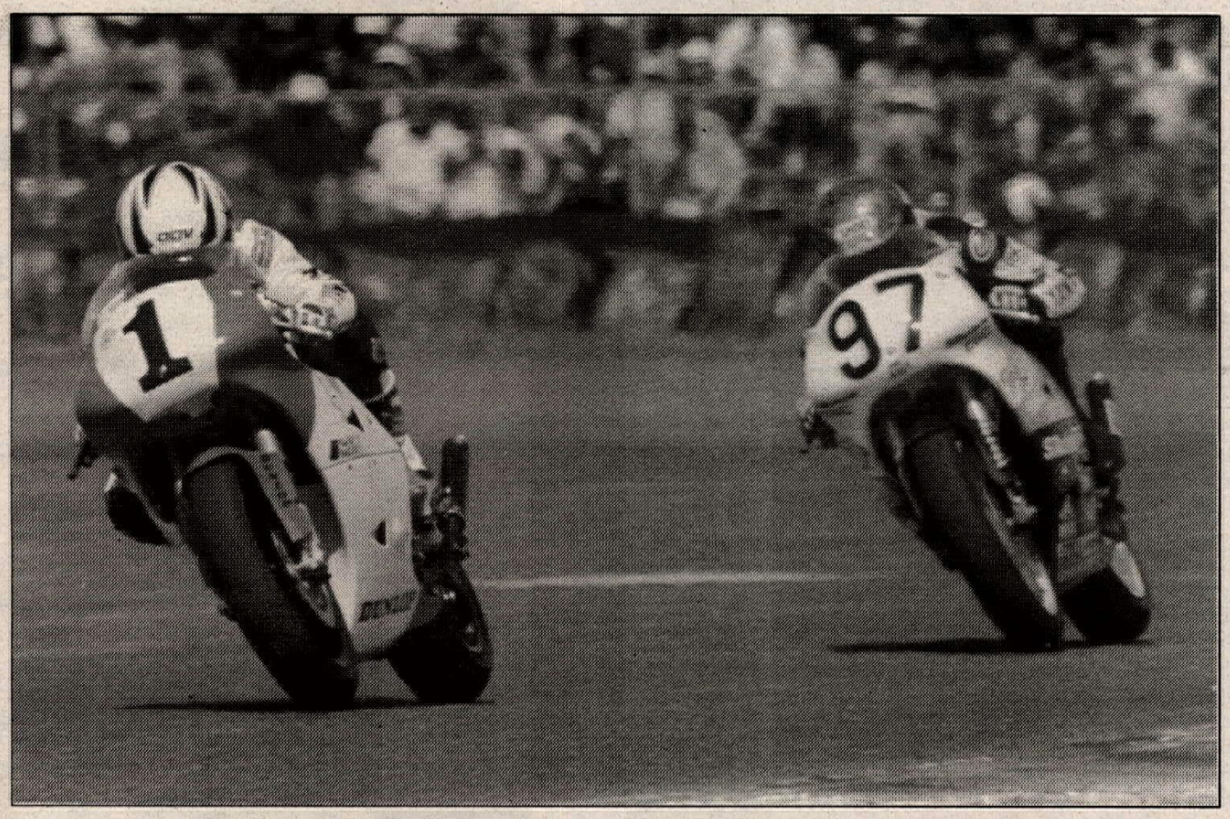
"Jimmy and I had a great battle,"Oliver said. "Our lines are so different. In the infield, a couple of times we converged in the corner, so we had to avoid each other a few times there."

The race, scheduled for 18 laps and 64 miles, was red-flagged twice, once on the first lap, and again on the final lap because of a crash in the International Horseshoe. Because of the crash, there was no official time, average speed, or margin of victory for the race, though Filice won unofficially by better than 11 seconds. Also because of the crash, scoring reverted to the end of the 17th lap, a change that would make a difference.

With Filice on cruise control and Oliver riding solo, the battle of the day was for third and was argued between two riders on new and vastly different machines. Moto Liberty's Michael Barnes recovered from a crash on a cold tire on the first lap of the red-flagged race to run down Motoworld/Lassak Racing/Spectro's Chris D'Aluisio at the line, taking third place in his first 250cc race on the new and improved Honda RS250. D'Aluisio battled him aboard a new Aprilia that he'd only taken delivery of on Tuesday, after a number of shipping delays. The Honda had a considerable top-speed advantage, and Barnes used it every lap on the front straight to draft past D'Aluisio. On the final lap, D'Aluisio led from Turn Four to where the tri-oval begins to bank, then Barnes went by as if D'Aluisio had dropped anchor.

"I had the motor," Barnes said after finishing third, his best 250cc finish ever. "I knew I had it when I was at half throttle on the last banking going to the start/finish line."

"It was like that the whole way around," D'Aluisio said. "It (Barnes Honda) was so fast. I was riding my tail off in the infield. No matter where I was on the banking, he'd come by."



Jim Filice (1) and Rich Oliver (97) battled to the wire in the 250cc GP. Filice led from the start, but was challenged the whole way by Oliver.

Mile Hi Motorsports Donnie Hough finished fifth, his salvation being the red flag. On the 18th lap, Hough seized going into turn one while running in fifth place just in front of Nick Ienatsch. But with the red flag later in the lap, he was able to claim fifth in the results, moving Zero Gravity's Ienatsch back to sixth.

"He had some serious motor," Ienatsch said. "The last two laps I made a run on him at the start/finish line and I couldn't do it. I thought, 'I'll get him when he brakes early for the turn and go underneath him.'"

"I had to beat him and I did, and now I'm screwed," Ienatsch said after coming out on the short end of the scoring decision.

Seventh place went to Al Salaverria, the Enough Said Productions/Laser Life Technologies/Ross Barron-backed Yamaha rider coming from the back of the pack

Filice sets qualifying record

The team came together late, the bike was delivered just three weeks prior to Daytona, the qualifying session was 25 minutes, and there was an overheating problem. But none of that stopped Wayne Rainey Racing's Jimmy Filice from lowering his 250cc GP qualifying record at Daytona International Speedway. The AMA 250cc GP champion turned a best lap of 1:56.867, averaging 109.663 mph on the 3.56-mile course. Filice's best time from last year was 1:57.031. Like last year, Filice owed his ride to Rainey.

"A few months ago he didn't want to go racing," Filice said. "Then he wanted me to come to Daytona and run the #1 bike. If not for Wayne Rainey, this wouldn't be possible.

"We had problems yesterday. We basically ran a 1994 motor. We don't know what it was, so we just switched motors. I was pretty worried. It's just a little gremlin in the motor that we couldn't figure out. Today it was high on the temperature, so I came in and we took the front fender off. With 25 minutes, it's really hard to do any adjustments to the bike. We just changed a little on the suspension," Filice said.

Performance South's Rich Oliver qualified in second place with a best lap of 1:57.219. Oliver, who will contest the entire AMA 250cc series for the first time since 1989, was happy to be back.

"It's such an honor to ride at the top level of American racing. I love it here," Oliver said. "I like Daytona. I was racing superbikes here when Kenny Roberts was on a 500 here."

Oliver was on the new 1994 TZ250 Yamaha, a bike he found to be refined, though not greatly changed.

"One difference is how the engine installs in the chassis. They've worked on every part and lightened it a lot. The new motor is better in every way. The second time that I rode it, on Tuesday, I went as fast as I qualified last year," Oliver said. "It's been strong from the first day on. This is a hard track to tune at because of the wind conditions and atmospherics."

Also contesting his first full AMA 250cc series is Mike Barnes, the Moto Liberty Honda rider qualifying third. For Barnes it's been a learning process.

"I'm learning a lot. Doug Carmichael is doing the tuning and he's helping a lot. It's almost an advantage, because I can say something to him that almost anyone else might not understand," Barnes said. "I'm coming to grips with the Honda. It's a different steering and cornering motorcycle. The Honda is more steering with the front end and pushing the front end more. The Yamaha has more power and you steer with the rear wheel more.

"I've got a lot of time at Daytona. That's my trump card. It's not like Jimmy's time, but I've got a lot of laps. The Honda's going good for the first time in years. I'd be delighted to be on the podium with the likes of these guys."

Filling out the front row was Jonathan Cornwell, the McBride Cycles-backed Canadian, working with turner Dave May for the first time on a bike with plenty of miles.

"We're struggling, trying to get top speed," Cornwell said. "I feel good about the fact that we're on the front row. We're using a '92 chassis and '92 motor, with '94 updates and lots of TLC. Dave Ray did a heck of a job. You've got to give credit where credit is due."

Cornwell led a group of eight riders that were all on the same second, with Chris D'Aluisio qualifying fifth after struggling to get his new Aprilia to the track.

The bike arrived in Orlando on Monday and it was picked up on Tuesday afternoon. The team tried unsuccessfully to make practice, then spent the rest of the afternoon and evening working to make it race ready. On Tuesday night D'Aluisio and tuner John Lassak took it to the deserted parking lot at the jai alai stadium across the street and ran it until 11:30 p.m. When D'Aluisio went out for practice on Wednesday, he found there was still much work to be done.

"The thing is really slow and we're not sure why. The top end is down. The acceleration is not bad, but we need to improve," D'Aluisio said. "When you can't stay in someone's draft into the wind, you know you're in trouble."

A bigger problem was suspension. After using Ohlins components on his Yamahas, D'Aluisio was adapting to the White Power units.

"Jim Linderman is helping us out a lot. We changed the front end because the forks were really far off in the beginning. We have no idea what the head angle is, the rake, the off-sets. We'll just figure it out by riding it," D'Aluisio said.

Sitting next to D'Aluisio on the second row was Zero Gravity's Nick Ienatsch, the Sport Rider magazine editor not willing to gamble as much as he thought he should have.

"I don't take enough chances with the motor or chassis," Ientasch said. "We take tiny steps and don't get caught up with the other guys. I don't have have the experience to get off the bike and say this is right or this is wrong. We didn't re-gear for the wind. I probably should have stopped (during) the last laps and changed gearing. It's hard for me to take chances because it's so fast. I'm not a charger on this track."

In all, 45 riders qualified for the 100-kilometer race.

only to suffer a detonation problem early in the race.

Chuck Sorensen, Rich Oliver's teammate, was eighth, his Performance South Yamaha slow on the uptake due to a jetting miscalculation. Southwest Motorsports' Danny Walker was ninth, unable to find an engine combination that worked, and Andrew Trevitt filled out the top 10 on the Hurst Motorsports Yamaha.

Unseasonably cool temperatures and stiff, changing winds swept over Daytona on Saturday, dropping temperatures into the 50s and making tuners guess on gearing, jetting, and tires.

The first attempt at a race start ended in the International Horseshoe with a series of crashes that knocked Moto Liberty's Masahiro Iizuka and Top Line Cycles' John Stanley out of the race. Mike Barnes had also crashed, though not in the same sequence as his teammate Iizuka, and was able to return to the pits for some hasty repairs.

The second start was cleaner; Filice again jetted into the lead with Oliver in tow in front of Ienatsch and Jonathan Cornwell on the McBride Cycles' Yamaha.

Within a few laps a hierarchy formed, with Filice at the front of a lead quartet, and a second group of seven riders fighting for fifth. Oliver took the lead on the third lap and then Filice took it back, each rider having strengths on the track.

"He had a little more top end on me and I guess he geared better for the wind," Filice said. That was evident on the back straight where they ran head-on into the wind, with Oliver gaining a slight edge by the chicane.

Filice and Oliver split from the pack, holding better than nine seconds on Cornwell on the sixth lap. Ienatsch was fourth, but in danger of being caught by the pack of five riders contesting fifth.

Cornwell's time at the front ended on the ninth lap when his bike began to cut out as he came off the west banking. He rode down to the apron, looked inside his fairing and noticed that a spark plug cap had come off. He replaced it, rejoined the race and continued on until running out of gas on the final lap. Since the scoring went back to the 17th lap, however, he was credited with 19th place.

"My luck runs true to form. Every time I have an engine problem, it's spark plug related," Cornwell said. Daytona was Cornwell's first race since his long-time tuner Alex Mayes passed away. "He would have appreciated the irony," Cornwell added.

It was also on the ninth lap that the race for first ended. Oliver made a mistake coming out of the International Horseshoe and lost touch with Filice. Once he'd lost the draft, there wasn't much Oliver could do.

"I got sideways off the International Horseshoe and it snapped my feet off the pegs," Oliver said. "It kind of balked me. I could try to go berserk and catch back up, or wait for him to make a little slip. I knew that if he didn't make a mistake, he was going to win."

Oliver's deficit showed up on Filice's pit board and that helped relax him.

"My pit crew showed two seconds on the board. It relaxed me and helped me flow a little better, hold better lines," Filice said. Running lap times under his qualifying record, Filice had better than five seconds on the 11th lap and added about a second a lap. The race was his, and he quickly gave the credit to Wayne Rainey, who he called on the phone from the press room.

"I wish I could be there," Rainey said. "Jimmy has a lot of heart, and I'd like to thank Jimmy; I'd like to thank everybody. I can't express myself now. We put that deal together and pulled it off."

"It's a lot of Wayne," Filice said. "He got me here. You can tell on my leathers that there's not a lot of backing except this man here," said Filice, pointing to the Rainey patch. "He's a good friend of mine and I love him. He sent me here to defend my number one and my race record."

"I needed his draft off the corners because out of the chicane he could outaccelerate me," Oliver said. "I'd lose a little bit; I could eventually draft back in sixth gear, but (in) first, second, and third gears, his bike was a little quicker."

The order from third to seventh continued to shuffle as the race approached mid-point, with Barnes and D'Aluisio now ahead of Ienatsch, who couldn't keep up on the bowl.

"Barnes was holding me up in the infield, but it doesn't matter if he's got the steam," Ienatsch said.

For the final eight laps of the race, Barnes and D'Aluisio swapped back and forth, the cut and thrust favoring neither, the race to be decided on the final run to the flag. Barnes did the inevitable, pulling off the late pass and finishing third, about 13.5 seconds behind Oliver. D'Aluisio wasn't far behind.

"I was able to camp out behind D'Aluisio, and a couple of hundred yards before the line I got by him pretty easy," Barnes said. "I learned a lot from these guys; I learned a lot from Chris. We both had a couple of moments. He seemed to be getting out of the International Horseshoe better, and we'd get each other going in. I'd get into the dogleg, and he'd go around on the outside. I think coming out of the chicane I was a little better."

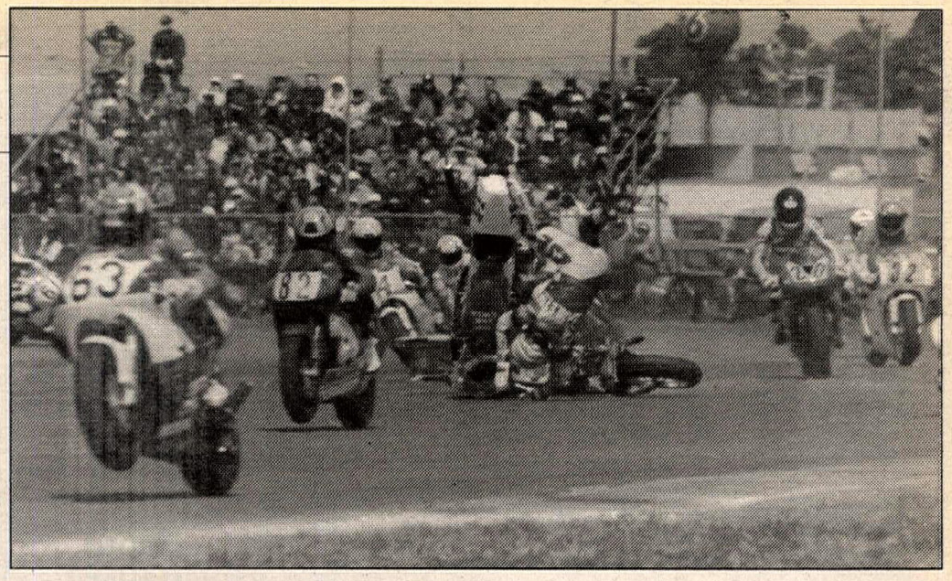
"I think he was teasing me," D'Aluisio said. "There was no way I could come around him on the draft. If I pulled out I went backwards fast." D'Aluisio knew his only hope was to pressure Barnes into a mistake, but that hoped-for mistake never came. "I was really hammering him in the infield, pressing him on the brakes."

Ienatsch crossed the line fifth, about 14 seconds behind D'Aluisio, with Hough nowhere in sight after seizing. But the scoring change altered the order, and Hough began his first full year in AMA 250cc GP racing with a fifth.

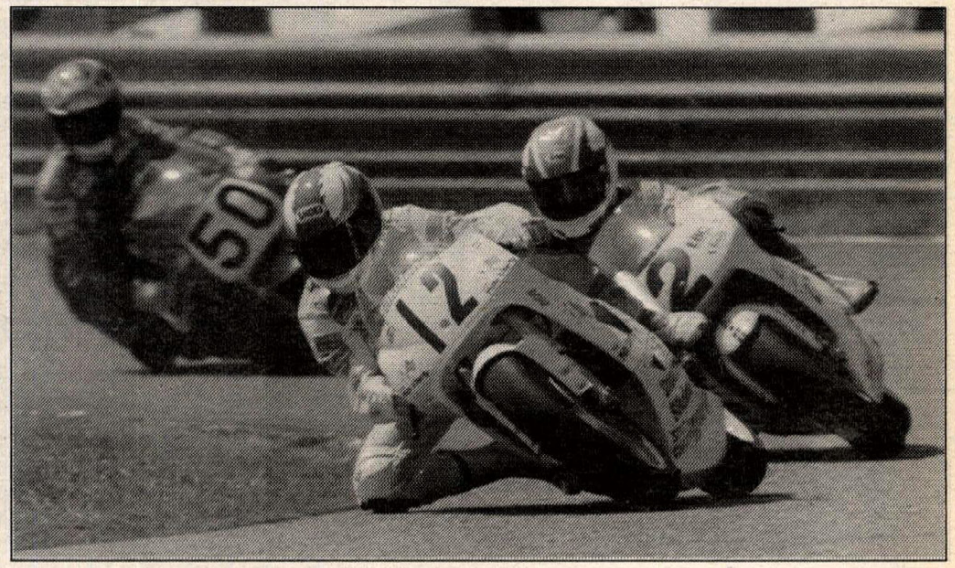
"I had a ball. I can't say I've had that much fun in a long time," Hough said before explaining how he lost touch with the leaders. "I was running with Barnes and D'Aluisio and I got sucked into the draft. I scrubbed some speed off, but I didn't get all my gearshifts because I was off the power. They were gone. I tried to focus on them, but without the draft on the straight I couldn't catch up." His next problem would be Ienatsch, something his crew alerted him to with a "+0" pit board. "I looked back once and saw Nick there, otherwise I stayed under the bubble."

Salaverria took seventh at the end of a battle with Chuck Sorensen despite a detonation problem that began mid-race. Salaverria was using his back-up motor after seizing his race motor in the morning practice. "I didn't know where to go on the jetting," Salaverria said, giving one explanation for the detonation problem. "It wouldn't come off the corners at all and acclerate like the other guys."

Sorensen was also suffering jetting problems which cost him a chance to pressure Salaverria. "Me and Al were playing with each other. He'd get me off the chicane because my bike was slowing down there. It wasn't revving out completely," Sorensen said. CN



(Above) The race was red-flagged twice, once due to this crash on the first lap involving Masahiro Iizuka and John Stanley. Both riders were hospitalized and released. (Below) Michael Barnes (12), Chris D'Aluisio (2) and Donald Hough (50) finished third, fourth and fifth, respectively.



Daytona International Speedway
Daytona Beach, Florida
Results: March 11

250cc QUALIFYING: 1. Jim Filice (1:56.687); 2. Rich Oliver (1:57.219); 3. Michael Barnes (1:57.795); 4. Jon Cornwell (1:59.288); 5. Chris D'Aluisio (1:59.378); 6. Nick Ienatsch (1:59.423); 7. Chuck Sorensen (1:59.473); 8. Donald Hough (1:59.596); 9. Chris Taylor (1:59.955); 10. Danny Walker (2:00.110); 11. Luis Lavado (2:00.254); 12. Al Salaverria (2:00.350); 13. Masahiro Iizuka (2:01.069); 14. Jurgen Lingg (2:01.451); 15. Andrew Trevitt (2:01.456); 16. Jasen Paden (2:01.708); 17. Greg Esser (2:02.410); 18. John France (2:02.582); 19. Pablo Escalante (2:03.009); 20. Christopher Rankin (2:03.259); 21. Bill Quinn (2:03.365); 22. Aaron Turner (2:03.650); 23. Nigel Bosworth (2:03.698); 24. John Stanley (2:04.098); 25. Bill Himmelsbach (2:04.328); 26. John Sharrard (2:04.362); 27. Geep Terranova (2:04.370); 28. Jurgen Knupe (2:04.422); 29. Werner Streich (2:04.461); 30. Bobby Keith (2:04.539); 31. Alan Carter (2:04.706); 32. Adam Fausett (2:04.721); 33. Eduardo Aleman (2:04.805); 34. Rick Bullock (2:04.996); 35. Fred Eiker (2:06.082); 36. Alan Cathcart (2:06.487); 37. Richard Bolen (2:07.111); 38. Leon Cortes (2:07.317); 39. Glen Paron (2:07.438); 40. Edward Sadvar (2:08.506); 41. Frank Aragaki (2:08.660); 42. Bill Borselli (2:10.695); 43. Timothy O'Connor (2:12.496); 44. Dr. Charles McKay (2:20.046); 45. Kevin Brown (2:22.542).

250cc GP FINAL: 1. Jim Filice (Yam); 2. Rich Oliver (Yam); 3. Michael Barnes (Hon); 4. Chris D'Aluisio (Apr); 5. Donald Hough (Yam); 6. Nick Ienatsch (Yam); 7. Al Salaverria (Yam); 8. Chuck Sorensen (Yam); 9. Danny Walker (Yam); 10. Andrew Trevitt (Yam); 11. Jurgen Lingg (Yam); 12. Bill Quinn (Yam); 13. Greg Esser (Yam); 14. Mike Sullivan (Yam); 15. John France (Hon); 16. Aaron Turner (Yam); 17. Pablo Escalante (Yam); 18. Adam Faussett (Yam); 19. Jon Cornwell (Yam); 20. John Sharrard (Yam); 21. Christopher Rankin (Yam); 22. Eduardo Aleman (Yam); 23. Jurgen Knupe (Apr); 24. Geep Terranova (Yam); 25. Jason Paden (Yam); 26. Fred Eiker (Hon); 27. Alan Cathcart (Duc); 28. Richard Bolen (Yam); 29. Edward Sadvar (Yam); 30. Timothy O'Connor (Yam); 31. Gordon Mackay (Yam); 32. Boyd Bradfield (Hon); 33. Bobby Keith (Yam); 34. Chris Taylor (Yam); 35. Bill Himmelsbach (Yam); 36. Frank Aragaki (Yam); 37. Leon Cortes (Yam); 38. Dr. Charles McKay (Yam); 39. Glen Paron (Yam); 40. Kevin Brown (Yam); 41. Werner Streich (Apr).

250cc GP CHAMPIONSHIP POINT STANDINGS: 1. Jim Filice (35/1 win); 2. Rich Oliver (32); 3. Michael Barnes (30); 4. Chris D'Aluisio (28); 5. Donald Hough (26); 6. Nick Ienatsch (25); 7. Al Salaverria (24); 8. Chuck Sorensen (23); 9. Danny Walker (22); 10. Andrew Trevitt (21); 11. Jurgen Lingg (20); 12. Bill Quinn (19); 13. Greg Esser (18); 14. Mike Sullivan (17); 15. John France (16); 16. Aaron Turner (15); 17. Pablo Escalante (14); 18. Adam Faussett (13); 19. Jon Cornwell (12); 20. John Sharrard (11); 21. Christopher Rankin (10); 22. Eduardo Aleman (9); 23. Jurgen Knupe (8); 24. Geep Terranova (7); 25. Jason Paden (6); 26. Fred Eiker (5); 27. Alan Cathcart (4); 28. Richard Bolen (3); 29. Edward Sadvar (2); 30. Timothy O'Connor (1).

Upcoming rounds
Round 2: Phoenix, Arizona - March 27
Round 3: Pomona, California - April 10

Briefly...

Miles Baldwin, who was making a return to racing after a seven-year lay-off, failed to make the final after crashing in practice. He broke a bone in his lower left leg and four bones in his right foot, and returned home to Canada on Thursday. Dave Schlosser, head of the Dutchman Racing team that Baldwin is riding for, said he may be back for the WERA Road Atlanta race. Schlosser also had to find a second rider for his endurance team. **Ray Yoder**, who was to ride with **Scott Gray** this year, fell during AMA/CCS weekend and went home. Baldwin replaced him, but then injured himself, so **Andy Fenwick** was drafted onto the team for Daytona. Schlosser said he hadn't decided who would join Gray at Phoenix.

Zero Gravity Racing's **Chris Taylor** was forced out of the race when his chain derailed on the 12th lap while he was running just inside the top 10. "A bearing in the motor went bad on about the sixth lap and the motor was slowing down. Then the chain came off," Taylor said.

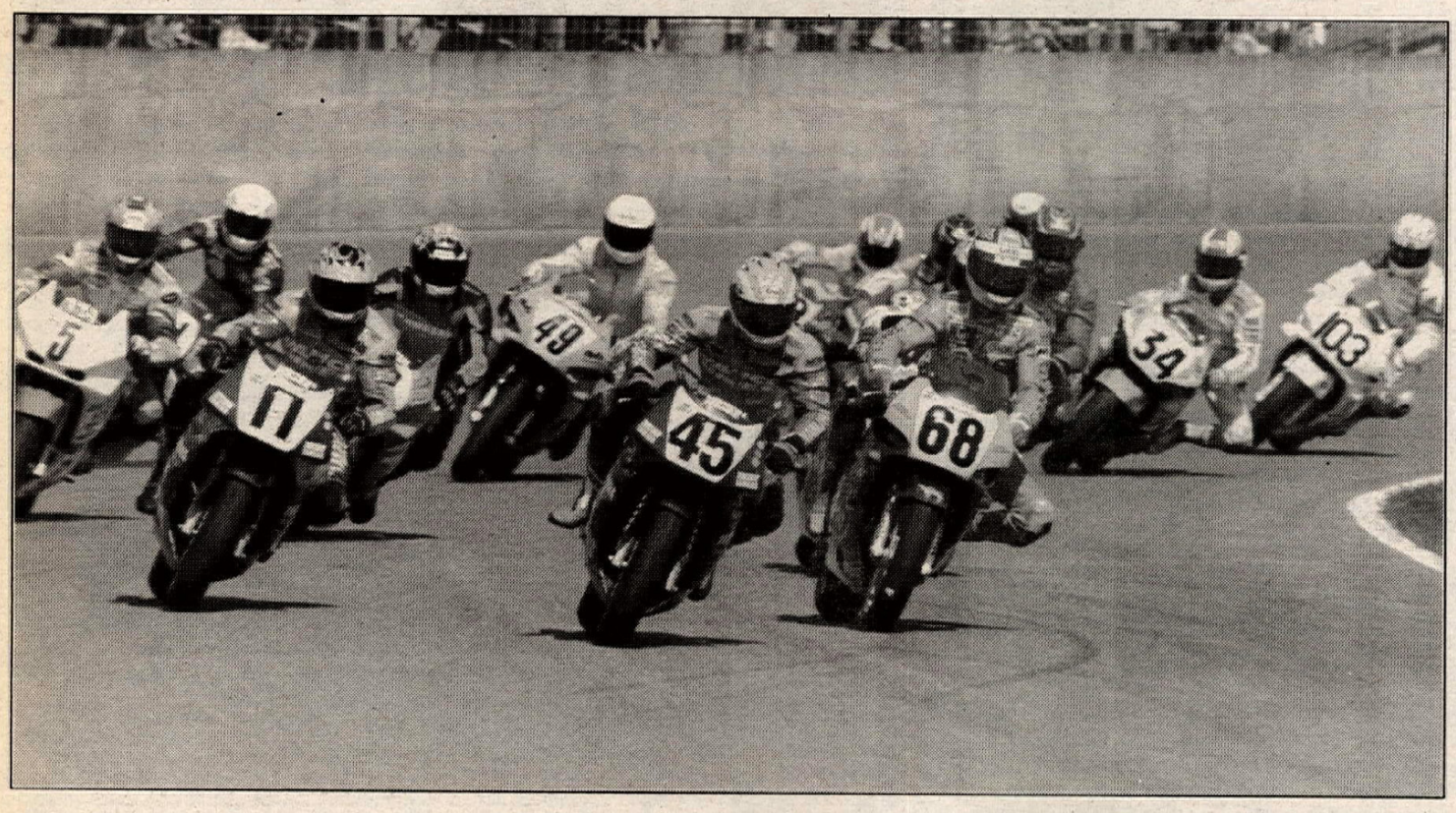
Michael Barnes had to wait to get his Moto Liberty Hondas, after the truck transporting them from Texas blew up on Monday. "The truck broke down 81 miles west of Tallahassee. They called me and said you'd better find a dualie with a fifth wheel, or you won't be practicing. I left Monday night and we were out there on Tuesday."

Jimmy Filice said that this was strictly a one-race deal for the Wayne Rainey Racing team. He said he had other plans for the season, which he would announce as soon as they firmed up.

Moto Liberty's **Masahiro Iizuka** and Top Line Cycle's **John Stanley** were involved in the spectacular first-lap crash of the 250cc GP final. Though both appeared at first to be seriously injured, and were removed by ambulance, they were both treated and released.

Round 1: Daytona International Speedway

Thriller to Smith



(Left) The AMA/CCS 600cc Supersport final gets underway at Daytona International Speedway with Colin Edwards II (45) leading eventual winner Mike Smith (68) and Jamie James (11). (Below) Steve Crevier (4), James and Smith battled to the bitter end.

By Paul Carruthers
Photos by Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 13

They don't get any closer than this one. Only two seconds covered the top nine riders for 13 of the 18 laps in the 600cc Supersport final at Daytona International Speedway, before the nine was whittled to three for a mad dash to the flag. At the finish line it was Smokin' Joe's Racing's Mike Smith edging Muzzy Kawasaki's Steve Crevier by a scant .029-of-a-second with Vance & Hines Yamaha's Jamie James just as close in third.

Three different brands of motorcycles filled Victory Lane, with the 1995 Yamaha YZF600 having an impressive debut in the hands of the hard-riding James. Although he was slightly down on power on the still-developing YZF, James more than made up for it with his late-braking antics and his charges through the infield section of the 3.56-mile Daytona International Speedway. Still, when push came to shove, the other two simply had too much horsepower for James and his desperate attempt to lead the way out of the chicane failed him on the run to the checkered.

Prior to the top three separating themselves from the field, the race up front consisted of nine potential race winners. A flying freight train of supersport machinery fled around the high banks in perfect unison.

Smith, Crevier and James, though, managed to break the draft from the rest late in the race to secure their top three finishing positions.

Fourth place went to the impressive privateer, Gerald Rothman Jr.. After losing his Yoshimura Suzuki support ride, Rothman went out and got himself a Yamaha YZF600 and seems hell-bent to prove those who didn't sign him up wrong. Rothman stayed in the lead group for the duration, only slipping out of the draft in the final laps. Still, he managed to turn a few heads along the way.

Another impressive performance came from fifth-place finisher Michael Barnes. The Floridian rode his Honda CBR600 to head the group of five that stayed together for the full distance. Barnes led series rookie Mike Hale and the Smokin' Joe's Racing Honda, privateer Jim Leslie, Kinko's Jason Pridmore and Vance & Hines Yamaha's Colin Edwards II across the line. Austria's Christian Zwedorn completed the top 10 on his Honda Austria CBR600.

The race nearly got underway with Canadian Jon Cornwell still making a mad dash from the pits to his already gridded motorcycle. Cornwell made it, and the flag dropped with the always fast-starting Edwards putting the new Yamaha at the front of the field. His teammate James, though, didn't waste any time in taking over at the head of the pack. He was followed by Crevier, Smith, Hale, Tripp Nobles, Rothman and Edwards as they crossed the stripe for the first time. For all practical purposes, there were 18 riders in the lead group as they circulated the banked oval for the second time.

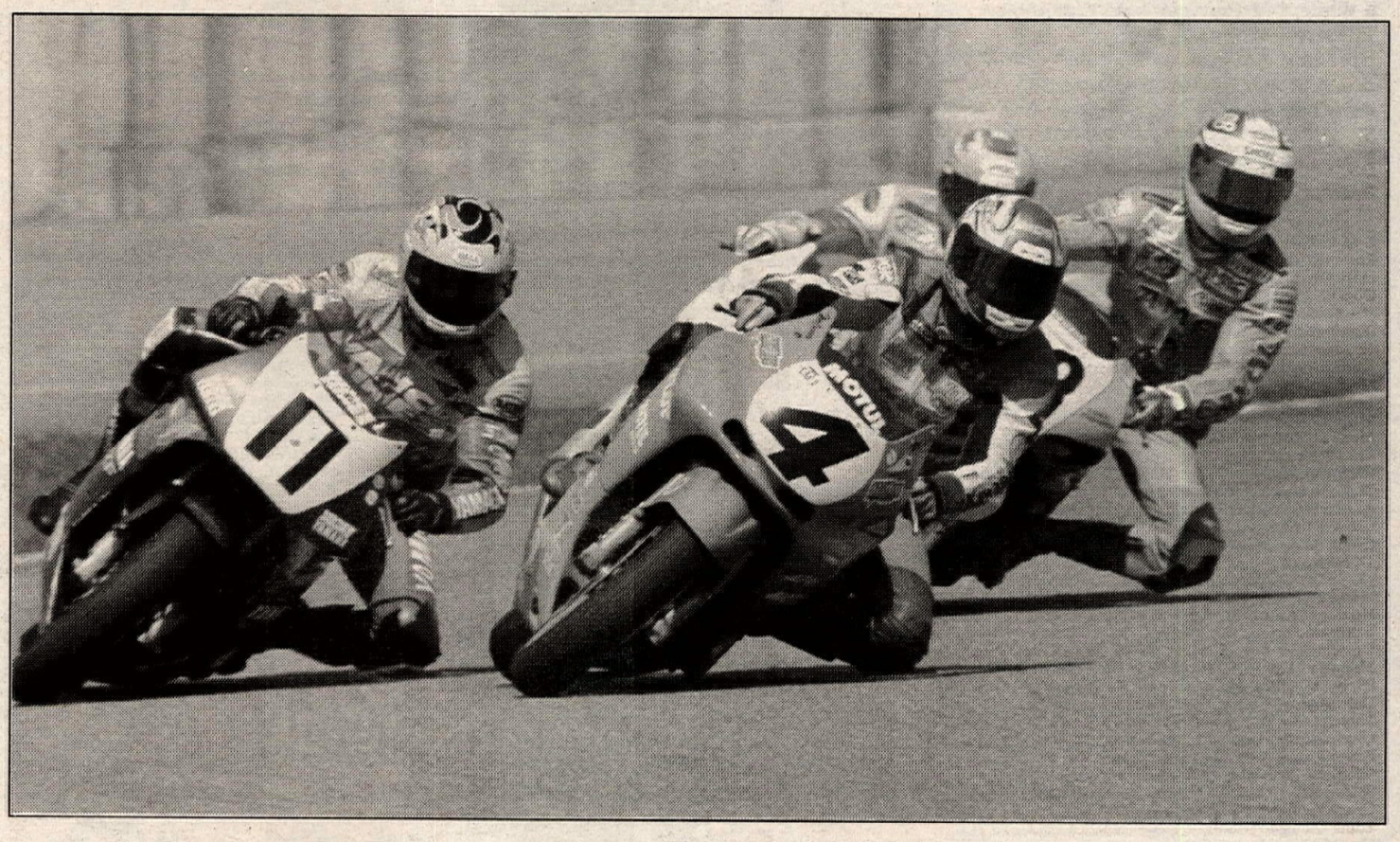
Smith took the lead for the first time under braking for the chicane, but James stuffed his way under the Georgian entering the International Horseshoe. David Estop crashed out of the race in the second horseshoe on the fourth lap, and Muzzy Kawasaki's Nobles followed suit one corner later.

The lead pack was whittled down to seven on the eighth lap with Smith, James, Crevier, Rothman, Barnes, Hale and Edwards a short distance ahead of Pridmore and Jim Leslie. That only lasted two laps as Pridmore and Leslie somehow managed to get back into the lead draft.

On the 14th lap, the top three - Smith, Crevier and James - managed to get clear, and at the same time Edwards lost touch with the second group. The Texan would circulate alone for the rest of the way en route to a ninth-place finish.

James knew his only chance was to turn in a perfect final lap - and he knew he had to be leading to have any chance at all of victory. Although Smith led the start of the final lap, James was soon by, charging hard through the infield. The Louisianan led into the chicane for the final time, but there was no way he could stop the other two from flying past on the banking. At the flag it was Smith, Crevier and James - and not much in between the three of them.

"The chassis on the 600 is really strong," James said, "but we're still lacking just a little on top end. Leading out of the chicane was my only prayer of winning the race. I proved to myself for 19 laps that I couldn't stay in their draft."



Smith's win was the seventh in his 600cc Supersport career and his second at Daytona International Speedway.

"I'm just glad to be up here in Victory Lane for one more year," Smith said. "It's a great place to win down here at Daytona. All my family and friends have come down here to watch me race. We put on a hard ride out there today. These boys really rode hard and smart. I'd like to commend these guys for riding real smart. I was trying to get Steve (at the end). He had some real good lines coming out of the chicane. I had to see what was going on. Coming into the chicane, I was hopping around a little. They were probably a little afraid to get in there with me since my bike was moving around a little bit - but I smoothed on out a bit. I tried to follow and make a plan for the end. It just happened to work out for us."

"There was a lot of changing of positions out there, a lot of dirty riding," Crevier said in Victory Lane. "I've never seen so much bumping and grinding. I didn't take any part of it. I just ran my own race. I thought I had him (Smith) at the end. I thought it was the right thing to do, but I just assisted Smith in a victory. It was the last lap off the banking and everybody was backing off. I knew this time I wasn't going to lead, but we let Jamie lead into the chicane. Everybody knows that if you lead into the chicane, you're going to lose the race. The drafting is so important here. These guys were riding so hard, especially in the first turn. They were just blowing by. I was thinking, 'They can do that for a while, but they can't do that forever. They're going to scrub off their front tires and fall down.' But nobody fell down. It was just a hell of a race. I gave it my best shot." CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 13, 1994

600cc SUPERSPORT FINAL: 1. Mike Smith (Hon); 2. Steve Crevier (Kaw); 3. Jamie James (Yam); 4. Gerald Rothman Jr. (Yam); 5. Michael Barnes (Hon); 6. Mike Hale (Hon); 7. Jim Leslie (Kaw); 8. Jason Pridmore (Kaw); 9. Colin Edwards (Yam); 10. Christian Zwedorn (Hon); 11. Jon Cornwell (Hon); 12. Robert Wright (Kaw); 13. David Estok (Hon); 14. Jamie Bowman (Hon); 15. Mike Murphy (Hon); 16. Randy Renfrow (Hon); 17. Franky Heidger (Hon); 18. James Schaeffer (Kaw); 19. Max Autry (Hon); 20. Mike Luke (Hon); 21. Geep Terranova (Hon); 22. Jim Lester (Hon); 23. J. Andrew Milton (Hon); 24. James Milroy Jr. (Kaw); 25. Don Munroe (Kaw); 26. Jose Xavier Soares (Hon); 27. Bill Knox (Hon); 28. Brett Metzger (Hon); 29. Sean Sweeney (Hon); 30. Anthony Lupo (Hon); 31. Paul Sloan (Hon); 32. Todd Harrington (Hon); 33. Jeff Williams (Hon); 34. Al MacMartin (Hon); 35. Steve Cooke (Hon); 36. Rad Greaves (Hon); 37. Robert Presby (Hon); 38. Brian Gibbs (Hon); 39. Jason Black (Yam); 40. Jimmy Shelton (Hon); 41. Michael Lehning (Hon); 42. Mark Iannuzzelli (Hon); 43. Shane Clarke (Hon); 44. William Lee (Hon); 45. Michael Saia (Hon); 46. Todd Evans (Hon); 47. Ty Howard (Kaw); 48. Antti Seistola (Hon); 49. Chris Bellissimo (Hon); 50. Michael Gage (Hon); 51. Todd Duncan (Hon); 52. Matt Gross (Hon); 53. Mark Monyette (Kaw); 54. Robert Delie (Hon); 55. Kirk Edsall (Hon); 56. Chuck McCabe (Hon); 57. Bill Parr (Hon); 58. Dale Dandrea (Hon); 59. Donald Padilla (Hon); 60. Thomas Montano (Hon); 61. Alan Schwen (Hon); 62. Owen Weichel (Hon); 63. Tim Tillman (Hon); 64. Marco Ferland (Hon); 65. Joe Wolfe (Hon): 66. Greg Tickle (Hon); 67. John Clarke (Hon); 68. Chris Reed (Hon); 69. Shawn Roberti (Hon); 70. Tripp Nobles (Kaw); 71. Kevin Graham (Kaw); 72. Roy David Nicholson (Hon); 73. Eddie Dimeglio (Hon); 74. Steve Thibadeau (Suz); 75. A. Grant Lopez (Hon).
Time: 36 min., 9.554 sec.
Distance: 18 laps, 64.08 miles.
Average speed: 106.330 mph.
Margin of victory: .029 seconds.

HP4 600cc SUPERSPORT C'SHIP POINT STANDINGS: 1. Mike Smith (35); 2. Steve Crevier (32); 3. Jamie James (30); 4. Gerald Rothman Jr. (28); 5. Michael Barnes (26); 6. Mike Hale (25); 7. Jim Leslie (24); 8. Jason Pridmore (23); 9. Colin Edwards II (22); 10. Christian Zwedorn (21); 11. Jon Cornwell (20); 12. Robert Wright (19); 13. David Estok (18); 14. Jamie Bowman (17); 15. Mike Murphy (16); 16. Randy Renfrow (15); 17. Franky Heidger (14); 18. James Schaeffer (13); 19. Max Autry (12); 20. Mike Luke (11); 21. Geep Terranova (10); 22. Jim Lester (9); 23. J. Andrew Milton (8); 24. James Milroy Jr. (7); 25. Don Munroe (6); 26. Jose Xavier Soares (5); 27. Bill Knox (4); 28. Brett Metzger (3); 29. Sean Sweeney (2); 30. Anthony Lupo (1).

Upcoming rounds
Round 2: Phoenix, Arizona - March 27
Round 3: Pomona, California - April 10

CYCLE NEWS 3rd DUAL LORETTA LYNN'S NATIONAL SPORT '94

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SCHEDULE: Headquartered at Loretta Lynn's Ranch

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Saturday:	7-8:30 AM	Registration
	8:30 AM	Mandatory Riders' Meeting
	9:00 AM	Check-Out
	6:00 PM	Last Check-In
	7:00 PM	CYCLE NEWS *Catfish Fry & Live Country Music*
Sunday:	7-8 AM	Registration
	8:00 AM	Mandatory Riders' Meeting
	8:30 AM	Check-Out
	3:00 PM	Last Check-In
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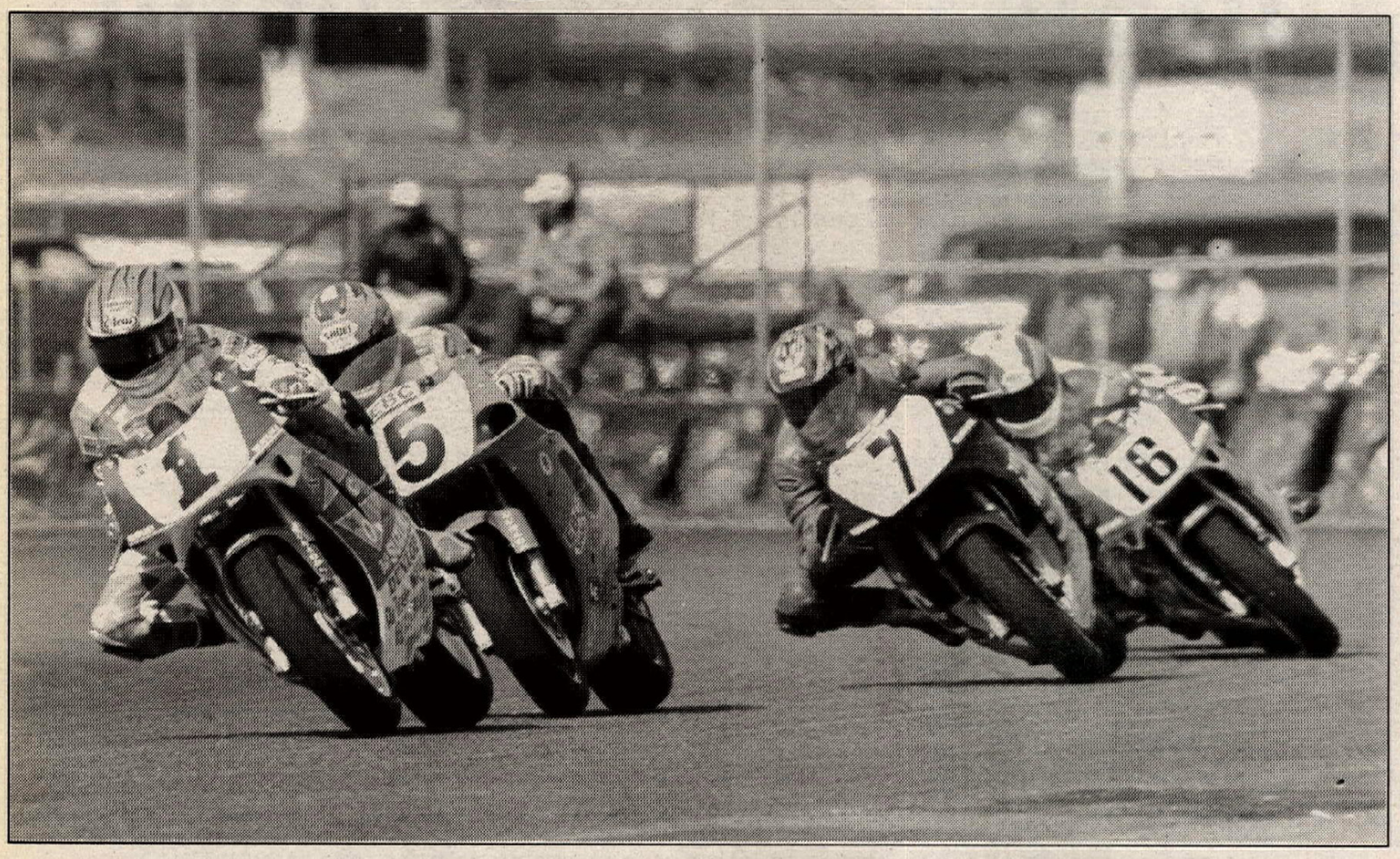
Round 1: Daytona International Speedway

Turkington holds 'em off



(Above) Britt Turkington (1) again won the 750cc Supersport final, but just barely. Here, he is chased by Jason Pridmore (7), Gerald Rothman Jr. (5) and Tom Kipp (16). (Below) After 15 laps and over 50 miles on the famous track, less than two seconds separated the top four riders. Britt Turkington and runner-up Jason Pridmore were within two one hundredths of each other.

By Paul Carruthers
Photos by Kinney Jones

DAYTONA BEACH, FL, MAR. 11

In last year's 750cc Supersport final at Daytona International Speedway, Yoshimura Suzuki's Britt Turkington had it pretty much his way. The Texan beat Takahiro Sohwa by a second and a half, using the victory as a stepping stone in his march towards the series title. By the looks of things, the defending champion might have it a little tougher in 1994.

A second and a half covered the first *four* riders at the completion of the 15-lap, 53.40-mile race, and it appears that while the Suzuki GSXR750 has improved - so have the others. After a bump-and-run race to the finish, Turkington and the Suzuki ended up topping Kinko's Hall 'n Still Racing's Jason Pridmore by a scant .020-of-a-second, with the Kawasakis of Rothman Racing's Gerald Rothman Jr. and Muzzy Kawasaki's Fred Merkel just as close in third and fourth place, respectively. A short breath later came fifth-place finisher Tom Kipp on the second Yoshimura Suzuki.

Turkington averaged a record-setting 108.255 mph in completing the race in 29 minutes, 35.805 seconds.

Three different manufacturers were represented in Victory Lane, with Pridmore giving Yamaha its first such appearance in 750cc Supersport racing and adding further spice to a series normally dominated by Suzuki and Kawasaki.

It took two tries to get the race completed, as a crash in the West Horseshoe brought out the red flag after the first three laps. At that point, Merkel seemed to have had the advantage and had turned his first-corner lead into a slight edge over the pursuing pack. It was all for naught, though, as the red flag came out and the race ultimately restarted.

While the mess in the Horseshoe was being tended to, Merkel and the Muzzy Kawasaki crew fitted new Dunlop rubber to both ends of the ZX-7. The others opted to stick with what they had.

On the restart, it was Kipp leading the way in his debut race with the Yoshimura team. Merkel, Pridmore, Turkington and Rothman followed suit, with Yoshimura Suzuki's Donald Jacks working hard to make up for a less-than-stellar start. At the end of the opening lap, it was Turkington in the lead with Rothman, Pridmore, Kipp, Merkel and Jacks forming a freight train in which the sextet swapped positions all around the 3.56-mile race track.

On the third go-round, Jacks took control at the front of the pack. It appeared as though the Floridian had found something the others had not, as he eased away ever so slightly during his stint at the front. That lasted for only two laps, however, and ended in a cloud of dust when Jacks crashed the Suzuki in turn one to start the sixth lap.

"I just got in there too deep on the brakes and it pushed the front," Jacks said while nursing a banged-up finger.

None of the five still at the front could garner much of an advantage over the others during the remaining nine laps, but the top four did manage to give Kipp the shake on the eighth lap. From there it was a wild run to the finish, with Merkel riding hard in an effort to make up for a lack of straight-line speed, and Turkington seemingly the most comfortable with his ability to run at the front.

It came down to the final lap. Pridmore knew he needed to be in front to have any chance of winning, and he took control heading into the International Horseshoe to start the final lap. A lap earlier, Rothman had run wide in the same spot and he was desperately trying to get back in the lead draft. Turkington quickly regained the advantage over Pridmore, and the Suzuki was able to hold off the Yamaha's attempted draft on the run to the flag. Merkel wasn't so fortunate - he was beaten to the line by Rothman. Still, Merkel's effort was a game one, considering it was his first-ever race in the 750cc Supersport class and his first such effort on D.O.T. tires.

"As soon as we get to a race track with some corners in it, those guys are in trouble," Merkel said later.

Rothman had the most contact with the two-time World Champion, but he'd refused to back down: "You try to put that out of your mind (that Merkel's a two-time World Champion); he's just another guy. He was pushing me around and I tried to push him back. He tried to intimidate me a little bit. Going into the chicane, he'd try to push me out on the paint - he'd just shut the door."

Turkington said he just stuck to the inside of the race track and protected his lead: "If they passed me, they were going around the outside," the soon-to-be-32-year-old Texan said. "I knew I had the fastest bike out there. They were riding hard. It's going to be a long year - a 10-race battle."

Pridmore was obviously pleased with his ride, especially considering that his

deal with the Kinko's-sponsored team came together only weeks prior to the event.

"Our goal was to finish in the top 10," the likeable Pridmore said. "The Yamaha is basically an unknown. After Tuesday we had 104 horsepower and all kinds of problems. I'm getting tired of chasing Britt, to tell you the truth." CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 11, 1994

750cc S/SPRT FINAL: 1. Britt Turkington (Suz); 2. Jason Pridmore (Yam); 3. Gerald Rothman Jr. (Kaw); 4. Fred Merkel (Kaw); 5. Tom Kipp (Suz); 6. James Randolph (Suz); 7. Thomas Wilson (Yam); 8. Mark McDaniel (Suz); 9. Joe Prussiano III (Kaw): 10. Shawn Roberti (Hon); 11. Marc Smith (Kaw): 12. Jacques Guenette (Suz); 13. Lance Holst (Kaw); 14. Danny Roberts (Yam): 15. Andrew Milton (Yam); 16. Robert Wright (Kaw); 17. Mike Luke (Hon); 18. Dean Mizdal (Yam); 19. David Olin (Suz); 20. Alan Schwen (Hon); 21. Sean Sweeney (Suz); 22. Gary Lenzmeimer (Yam); 23. Tim Tillman (Hon); 24. Mike Krynock (Kaw): 25. Steve Cooke (Hon); 26. Matt Gross (Suz); 27. Shane Clarke (Hon); 28. Brad Morehouse (Yam); 29. Antti Seistola (Hon); 30. Klaus Moehrle (Suz); 31. Anthony White (Kaw); 32. Jim Leslie (Kaw); 33. Michael Smith (Suz); 34. Jose Munoz (Hon): 35. Kevin McCrea (Hon): 36. Stephen Mims (Kaw); 37. Jim Lester (Hon); 38. Timothy Blasquez (Suz); 39. Brett Metzger (Hon); 40. Randy Renfrow (Hon); 41. Luis Fernando Wahn (Hon); 42. Donald Jacks (Suz); 43. Marco Ferland (Hon); 44. Owen Weichel (Hon); 45. Franky Heidger (Hon): 46. Al MacMartin (Hon); 47. Jim Barry (Suz); 48. Dave Rosno (Kaw); 49. Chuck Graves (Suz); 50. Thorvald Saeby (Kaw).
Time: 29 min., 35.805 sec.
Distance: 15 laps, 53.40 miles.
Average Speed: 108.255 mph.
Margin of Victory: 0.020 sec.
750cc S/SPRT C'SHIP POINT STANDINGS: 1. Britt Turkington (35); 2. Jason Pridmore (32); 3. Gerald Rothman Jr. (30); 4. Fred Merkel (28); 5. Tom Kipp (26); 6. James Randolph (25); 7. Thomas Wilson (24); 8. Mark McDaniel (23); 9. Joe Prussiano III (22): 10. Shawn Roberti (21); 11. Marc Smith (20): 12. Jacques Guenette (19); 13. Lance Holst (18); 14. Danny Roberts (17): 15. Andrew Milton (16); 16. Robert Wright (15); 17. Mike Luke (14); 18. Dean Mizdal (13); 19. David Olin (12); 20. Alan Schwen (11); 21. Sean Sweeney (10); 22. Gary Lenzmeimer (9); 23. Tim Tillman (8); 24. Mike Krynock (7): 25. Steve Cooke (6); 26. Matt Gross (5); 27. Shane Clarke (4); 28. Brad Morehouse (3); 29. Antti Seistola (2); 30. Klaus Moehrle (1); 31. Anthony White (Kaw); 32. Jim Leslie (Kaw); 33. Michael Smith (Suz); 34. Jose Munoz (Hon): 35. Kevin McCrea (Hon)

Briefly...

Jason Pridmore and the Kinko's Hall 'n Still Racing team have done wonders in getting the Yamaha YZF750 competitive in such a short amount of time. The team encountered fuel-pump problems and Pridmore didn't get much practice on the new bike. "On Wednesday we had yet to do a full lap of Daytona," the Californian said. "We got the fuel pump problem fixed and I did a 2:02.6 in qualifying. We haven't really messed with the chassis yet, we've just put stiffer springs in the forks - that's about all." Pridmore also said that he's having ground clearance problems with the YZF.

Sport Rider magazine associate editor **Lance Holst** finished 13th on a Rob Muzzy-prepared Kawasaki ZX-7 after getting the better of **Danny Roberts** in a race-long battle.

Yoshimura Suzuki's **Tom Kipp** may have made a blunder in trying to conserve his tires for the end of the race. "I got a great start," Kipp explained. "I thought I had 'em, but I just lost the draft after some laps ran down and I couldn't get it back. I needed about 20 more feet to catch the tail of their draft and to get with the front runners. I dropped back to save my Dunlops - last year in the 600 race at Daytona I did that and then made a hard charge towards the end of the race to finish second. This time I simply lost the draft. My lap times were the same as the top three and on the final laps I was really starting to make time on them." Kipp ended up fifth.

Valvoline Suzuki's **Chuck Graves** ran with the lead pack for one lap after the restart before the fairing on his Suzuki GSXR750 came off. At that point Graves pitted and called it a day. Graves had been Michelin's best hope for a top finish, with the majority of the Supersport class still opting for Dunlop rubber.

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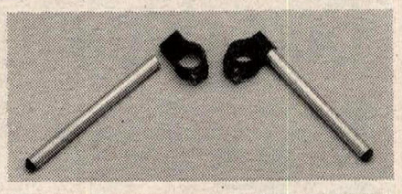

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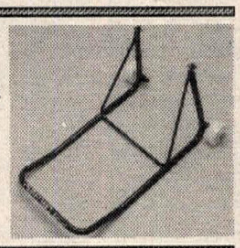

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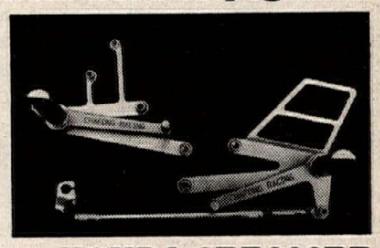

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Round 1: Municipal Stadium

(Above) Six-time 600cc National Champion Chris Carr romped away with an easy win. (Below) Will Davis (21) led the early stages of the race, but was no match for Carr.

Who else but Carr?

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MARCH 11

Team Harley-Davidson's six-time AMA 600cc National Champion Chris Carr may not have been using his well-earned number-one plate, but after the spunky Californian turned in a resounding win at the Municipal Stadium series opener, there was little doubt as to who was the number-one rider of the evening. After running down early leader Will Davis, Carr raced away with a lead that stretched to a full straightaway's length by the finish.

"It took me a little while to get around Will - he was riding pretty defensively," said Carr, who carried the number four on the front of his Kenny Tolbert-tuned XR600. "Once I got past him, I could run the lines that I wanted."

Davis kept his A&R Racing Rotax on the groove for second, while Harley-Davidson of Sacramento's Aaron Hill rode an impressive race aboard a borrowed machine to finish a close third.

Riders weren't allowed to take to the track for their practice sessions until 5:45 p.m., one hour and 45 minutes behind schedule. "Jim France (President of Daytona International Speedway) doesn't want anyone on the track until the sun goes down," explained AMA Referee Bruce Bober. "They watered the track heavily, and in keeping the racers off the track until the sun goes down, they are hoping to keep the track from grooving up."

Though the track didn't dry up and form the dry, blue groove that has become expected at the facility, a slippery, wet groove kept the racers in the same basic single-file racing line. As the evening wore on, moisture began to rise from the track and the slippery surface kept the riders on their toes.

TIME TRIALS

The 600cc National Championship Series drew 113 entries, but only 60 would compete in the evening's program. Carr topped the charts in the timed qualifying session, circling the course in 18.973 seconds. Carr would be the only rider of the evening to break the 18-second bracket, and many people in the pits felt that his hot lap was an omen of what was to come in the main. Garvis Honda's Rich King was second-fastest, stopping the clocks in 19.118 seconds, while USC Racing's Terry Poovey, Hill and Davis rounded out the fastest five.

HEATS

Six 10-lap heat races provided some fast and furious race action, as only the top two finishers would transfer directly to the main. Riders who didn't make the first cut competed in one of four eight-lap semis from which only the winner advanced. The rest would join the 5674 spectators on hand in the stands.

Heat one saw the entire field - with the exception of Robbie Miller - jump the gun and take a spot on the penalty line. Carr wasted little time, however, and blasted into the lead from the third row.

"I've never seen nine out of 10 riders get penalized," said Carr. "That was pretty bogus. You get more momentum from the back row, so I was able to slip past that guy on row one."

Once into first, Carr waved goodbye and ran away with a seven-second lead. Miller fought tooth-and-nail to hold on to second, but there was no denying Canadian National Champion Steve Beattie. He started in the middle of the pack and was arguably the fastest rider on the track, weaving through the field with ease. Beattie was second at the finish, earning a direct ticket to the main.

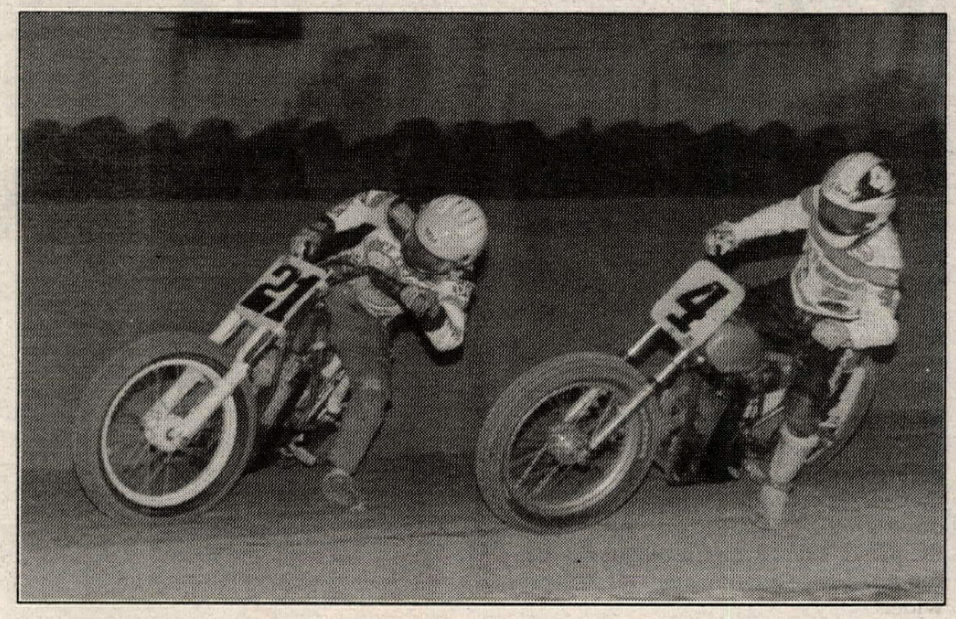
"Revvin' Kevin" Varnes was the man to beat in heat two. Veteran Steve Morehead pressured Varnes in the early stages, but a big scare in turn three left Morehead up in the loose stuff and out of contention. "I almost hit the back of Varnes into three," said Morehead. "I hit the brakes so hard that I stalled it. Then I almost high-sided and flew off the groove."

Morehead did his best to regroup, but after rejoining the race he slipped up a few more times and nearly parted company with his machine. "I just lost my head," said Morehead. "I was trying too hard and riding over my head."

Varnes raced home the winner aboard his Penn State Cycles-backed machine, while King scooted into second.

Poovey spanked the field in heat three, easily out-distancing Oden & Hewitt's Duane Veeder.

Hill adapted quickly to the Loral Lake Racing Rotax that he borrowed from Ronnie Jones' team, and grabbed his usual holeshot in the fourth heat race. Hill set a blistering pace and pulled away with a lead that extended to a full straightaway's length. Moroney's Harley-Davidson rider Jason



Carr rides in protest

Defending 600cc National Champion Chris Carr elected to compete at the series opener with his new number four Grand National Championship Series plate, rather than his familiar 600cc number-one plate. Why? It's not because his tuner Kenny Tolbert was too lazy to change it.

"I'm riding in protest because of the way the AMA has handled the 600cc National Championship Series, and the 600cc class in general," said Carr, who has won every 600cc National Championship since the series' inception in 1988. "It seems as if the AMA is trying to phase out the 600cc class. I've worked my butt off to win each of my six titles, but the 600cc class is getting treated worse and worse.

"This week in Daytona, for example - at one race at Barberville, they ran the 750s and 883s before the 600 class because there was a threat of rain. They just put it at the ass-end of the program and it ended up getting rained out. There were more 600 class riders than in the 750 and 883 classes combined.

"The AMA is pushing the 883 series, claiming that it's a better grass-roots level of dirt track racing. Hell, almost every dirt tracker across the Nation owns at least one 600cc bike. What are they thinking?

"I won't carry my number-one 600cc plate until the class gets the treatment that it deserves."

Fletcher fended off the attacks of Ronnie Jones for second.

Davis led from start to finish in heat five, while Rodney Farris piloted his Eddie Adkins-tuned Rotax to a second-place finish. Three-time Grand National Champion Jay Springsteen finished a close third, but would return in a semi.

Shelton's Harley-Davidson rider Robert Lewis led Roger Durkee home in the sixth and final heat race.

SEMIS

Semi action was relatively uneventful, with the exception of semi three. After a number of crashes and restarts, semi three saw Budweiser of Daytona-backed Scott Stump grab the hoelshot aboard his M&M Racing Honda and lead from start to finish. Making the race a barn-burner, however, was the charge put forth by Springsteen. After starting in the middle of the pack, Springsteen made the top of the groove work as he raced around the outside of his competitors, one by one, until he was in second. The crowd stood on its feet in anticipation as Springsteen reeled Stump in, but it was too little, too late, and Stump raced across the finish with a few inches to spare.

Hall's Harley-Davidson's Ted Taylor topped the first semi, while veteran Charlie Orr raced home the victor in semi two. Penn State Cycles rider Mike Varnes topped the final semi and completed the 16-rider main event field.

NATIONAL

The 25-lap main event was delayed a few moments as King raced away from the starting area to have tuner George Garvis fill his Honda with gas.

When the light flashed green, it was outside pole sitter Davis who led the charge into turn one. Carr, Hill, Farris, Lewis and Poovey gave chase.

Davis and Carr opened up an immediate lead over third-placed Hill, and the race was on.

"I knew it was Chris behind me," said Davis. "I thought Poovey would be the guy on my tail, but I could tell by the way he was riding that it was Chris. I started riding a little tight - worrying too much about guarding my lines."

"I stuck my front wheel in there a few times, just to let him know I was there," said Carr. "I noticed that he started riding defensively, trying to block me."

Carr hounded Davis for eight laps before pulling alongside the leader as they raced down the back straight. Carr dove under Davis in turn three when the personable North Carolinan charged too hard into the corner and slipped wide.

"I pulled alongside Will, and he panicked," said Carr. "After that, I snuck under him and just put my head down."

Once in the lead, Carr began to take a different racing line through the corners. Carr would enter the corners a bit wider and carry a straight line through the apex of the turn before squaring it off. "The apex was real slippery and you had to stay upright," said Carr. "The line was a bit wider entering the corner, and that was a little dangerous if there was someone behind you. They could stick it to ya' if they wanted."

Carr extended his lead with each passing lap, and at the finish enjoyed a four-second margin of victory. The six-time series champ wheelied across the finish line with one hand raised. Davis held on to second, although Hill had managed to close in during the final stages. When the checkered flag flew, Davis led Hill by only five or six bike-lengths.

"I don't know if he was slowing up or if I was getting faster," said Hill. "I think he made a couple of mistakes, but so did I. I'm glad that the track grooved up, thank God. I just can't ride that no-groove slippery stuff. If I could have gotten through turns three and four better, I might have had a chance of catcing Will."

Poovey ran strong for the first half of the race and applied considerable pressure to Hill. The quiet Texan dropped off the pace later in the race, however, but his fade wasn't due to fatigue. "I went way low on one lap, trying to get past Hill," said Poovey. "I splashed through some mud and must have packed up my rear tire. I thought I had a flat because it started sliding all over."

Kevin Varnes finished a distant fifth, topping an all-out war between himself, King, Lewis and Farris. Though they swapped positions repeatedly throughout the race, they crossed the finish line in that order. CN

Municipal Stadium
Daytona Beach, Florida
Results: March 13, 1994 (round 1 of 4)

Time Trials: 1. Chris Carr (18.973); 2. Rich King (19.118): 3. Terry Poovey (19.182); 4. Aaron Hill (19.274); 5. Will Davis (19.445); 6. Robert Lewis (19.498); 7. Roger Durkee (19.507); 8. Jay Springsteen (19.536); 9. Ronnie Jones (19.540); 10. Dale Jenneman Sr. (19.580); 11. Andy Tresser (19.583); 12. Scott Parker (19.591); 13. Jim Sumner (19.600); 14. Steve Morehead (19.605); 15. Duane Veeder (19.612); 16. Jason Fletcher (19.616); 17. Scott Stump (19.644); 18. Steve Aseltine (19.652); 19. Ian Segedy (19.653); 20. Rodney Farris (19.662); 21. Kevin Atherton (19.668); 22. Craig Estelle (19.669); 23. Kevin Varnes (19.700); 24. Mike Hacker (19.712); 25. Charlie Orr (19.733); 26. Shawn Clark (19.742); 27. Ted Taylor (19.783); 28. Michael Warner (19.784); 29. Rusty Rogers (19.785); 30. Dave Hebb (19.788); 31. Davey Camlin (19.814); 32. James Hart (19.848); 33. Dan Stanley (19.853); 34. Brian Tillson (19.854); 35. Kenton Longcor (19.858); 36. Bret Beyer (19.864); 37. Steve Beattie (19.865); 38. Lance Jones (19.870); 39. Joe Kopp (19.870); 40. Kris Kiser (19.872).

Heat 1: 1. Chris Carr (H-D); 2. Steve Beattie (Rtx); 3. Charlie Orr (Rtx); 4. Robert Miller (Rtx); 5. Bret Beyer (Rtx); 6. Billy Hofmeister (Rtx); 7. Clint Vahsholtz (W-R); 8. Mike Hacker (Rtx); 9. Scott Parker (H-D); 10. Jim Sumner (Rtx).
Time: 3 minutes, 15.86 seconds.

Heat 2: 1. Kevin Varnes (Rtx); 2. Rich King (Hon); 3. Andy Tresser (Rtx); 4. Shawn Clark (Rtx); 5. Matt Wait (Rtx); 6. Don Wilson (Rtx); 7. Kenton Longcor (Rtx); 8. Lance Jones (Rtx); 9. Chris Wnuk (Rtx); 10. Steve Morehead (Rtx).
Time: 3:20.06.

Heat 3: 1. Terry Poovey (Rtx); 2. Duane Veeder (Rtx); 3. Dale Jenneman Sr. (Rtx); 4. Ronald Hall (Hon); 5. Craig Estelle (Rtx); 6. Kris Armentrout (Hon); 7. Ted Taylor (Rtx); 8. Joe Kopp (W-R); 9. Pat Buchanan (Rtx); 10. Brian Tillson (Rtx).
Time: 3:15.55.

Heat 4: 1. Aaron Hill (Rtx); 2. Jason Fletcher (Rtx); 3. Ronnie Jones (Rtx); 4. Kevin Atherton (Rtx); 5. Dan Stanley (Rtx); 6. Michael Warner (Rtx); 7. Brett Landes (Rtx); 8. Bill Newkirk (Rtx); 9. Eric O'Boyle (Rtx); 10. Kris Kiser (Rtx).
Time: 3:17.35.

Heat 5: 1. Will Davis (C-A); 2. Rodney Farris (Rtx); 3. Jay Springsteen (H-D); 4. Scott Stump (Hon); 5. Rusty Rogers (KTM); 6. James Hart (W-R); 7. Greg Sims (Rtx); 8. George Roeder (Rtx); 9. Jean Bourret (Rtx); 10. Tommy Colson (Hon).
Time: 3:15.39.

Heat 6: 1. Robert Lewis (W-R); 2. Roger Durkee (Rtx); 3. Steve Aseltine (Kaw); 4. Mike Varnes (W-R); 5. Dave Hebb (Rtx); 6. Ken Coolbeth (W-R); 7. Paul Iwanaga (Rtx); 8. Larry Pegram (Rtx); 9. Ian Segedy (Rtx); 10. Davey Camlin (Rtx).
Time: 3:17.70.

Semi 1: 1. Taylor; 2. Hall; 3. Miller; 4. Parker; 5. Kopp; 6. Hacker; 7. Wilson; 8. Beyer; 9. Tillson; 10. Wnuk; 11. Wait; 12. Jenneman Sr.
Time: 2:39.99.

Semi 2: 1. Orr; 2. Tresser; 3. Estelle; 4. Clark; 5. Morehead; 6. Sumner; 7. Armentrout; 8. Hofmeister; 9. Longcor; 10. Buchanan; 11. Lance Jones; 12. Vahsholtz.
Time: 2:38.49.

Semi 3: 1. Stump; 2. Springsteen; 3. Stanley; 4. Coolbeth; 5. Atherton; 6. Sims ; 7. Hebb; 8. Colson; 9. Kiser; 10. Segedy; 11. Newkirk; 12. Roeder.
Time: 2:39.57.

Semi 4: 1. Mike Varnes; 2. Landes; 3. Hart; 4. Aseltine; 5. Ronnie Jones; 6. Warner; 7. Camlin; 8. Rogers; 9. Iwanaga; 10. Bourret; 11. Pegram; 12. O'Boyle.
Time: 2:39.03.

25-Lap National: 1. Chris Carr (H-D); 2. Will Davis (C-A); 3. Aaron Hill (Rtx); 4. Terry Poovey (Rtx); 5. Kevin Varnes (Rtx); 6. Rich King (Hon); 7. Robert Lewis (W-R); 8. Rodney Farris (Rtx); 9. Roger Durkee (Rtx); 10. Jason Fletcher (Rtx); 11. Duane Veeder (Rtx); 12. Michael Varnes (W-R); 13. Steve Beattie (Rtx); 14. Charie Orr (Rtx); 15. Ted Taylor (Rtx); 16. Scott Stump (Hon).
Time: 7:58.

AMA 600cc NATIONAL CHAMPIONSHIP POINT STANDINGS (After 1 of 4 rounds): 1. Chris Carr (20); 2. Will Davis (16); 3. Aaron Hill (13); 4. Terry Poovey (11); 5. Kevin Varnes (10); 6. Rich King (9); 7. Robert Lewis (8); 8. Rodney Farris (7); 9. Roger Durkee (6); 10. Jason Fletcher (5); 11. Duane Veeder (4); 12. Michael Varnes (3); 13. Steve Beattie (2); 14. Charlie Orr (1); 15. Scott Stump (1); 16. Ted Taylor (1).

(Above) Sacramento of Harley-Davidson rider Aaron Hill rode Ronnie Jones' spare machine to a strong third-place finish. (Below) Hill, Carr and Davis cut loose in winner's circle.

Briefly...

The **Daytona Short Track Crap Shoot** continues... As usual, many of the nation's top contenders found themselves shut out of the racing action at the 600cc National.

"Daytona is like throwing dice," said four-time Grand National Champion **Scott Parker**, who in turning in ninth and fourth-place finishes in his heat and semi races, didn't even come close to qualifying. "If I come out of here with any points at all, I consider them a bonus." Joining Parker on the sidelines were such notables as **Steve Morehead**, **Ronnie Jones**, **Kevin Atherton**, **Larry Pegram** and **Jay Springsteen**. Morehead suffered several near-crashes in his heat and never fully regrouped, while Jones continued to struggle with mysterious electrical problems. Atherton fell victim to a nasty first-turn crash in his semi, and Pegram was forced to race his back-up machine after his number-one bike blew up in practice. Springsteen was perhaps the only rider among the group who had the speed to run in the main. "I found a good line in the semi, but it was too little, too late," said Springsteen.

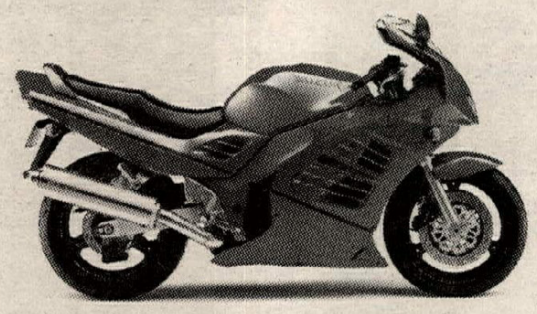
When asked how working with new Team Undo member **Larry Pegram** compared to working with **Ricky Graham**, tuner **Johnny Goad** chuckled and replied, "Larry knows too much about bike set up! Ricky could just get on the bike and go fast. I would change things that I thought needed to be changed without telling him, but Larry is always asking questions. I told him to just get on, hold on, and go fast instead of worrying about the bike."

And speaking of **Larry Pegram**, the Ohian showed hints of a slight limp as he walked through the pits. "I totally threw it away the other day when I was motocrossing with Will Davis," said Pegram. "I was trying to do a nac-nac over a big double and I didn't get my foot back over the seat in time." When asked if he saw the crash, Davis laughed and replied, "He's a nut!"

After **Rich King** rushed back to the pits before the start of the main event to have gas put in his tank, M&M Racing team owner/tuner **Mike Morr** was seen teasing King's tuner, **George Garvis**. In the main, King raced to a sixth-place finish, while Morr's rider, **Scott Stump** DNFed with a flat rear tire. "That's what you get for teasing George Garvis," quipped one of Morr's helpers.

Four-time Grand National Champion **Scott Parker** and his tuner, **Bill Werner**, tried several new things at the 600cc National. One of Parker's machines was fitted with a motocross-style handlebar made by AFAM. The bar had a similar bend to Parker's usual handlebar , but unlike traditional dirt track bars, these featured a clamp-on style cross-bar. Out back, a set of Penske Racing shocks handled the suspension duties, replacing the usual White Power units.

RF900R



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Merkel/Nobles give ZX-9 debut win

By Henny Ray Abrams

DAYTONA BEACH, FL, MAR. 11

A new power emerged in endurance racing at Daytona, with Fred Merkel and Tripp Nobles teaming up to give the Team Kawasaki/Muzzy ZX-9 a victory in its competition debut. Merkel, who was drafted onto the team when Takahiro Sohwa injured himself in Superbike qualifying, ran down Andy Fenwick on the leading Dutchman Racing bike with about 10 minutes to go, and went on to win by over a minute. The clutch on Fenwick's Yamaha FZR1000 began to fail in the final stages and he was passed on the last lap by Jacques Guenette Jr., the Canadian putting the Fastline/MCM Suzuki into second and relegating Dutchman to third.

Nobles and Merkel completed 31 laps of the 3.56-mile course at an average speed of 108.583 mph to win by one minute, 4.99 seconds.

"Once we came in we had an exceptional pit stop, thanks to the Kawasaki crew, and I handed it over to Fred. He brought it home," Nobles said.

"I feel a little better now, after the Supersport race (where he broke an exhaust pipe and finished fourth)," Merkel said. "I thought about that one the whole race. I want to thank my teammate, Tripp, for making up all that distance and riding a great race. It was a last-minute thing. We decided to do this last night and I'm glad we did. As soon as we get to a race track with some corners, those boys will be in trouble. We came back (from Europe) to win and that's what we're doing."

Tommy Lynch, who teamed with Guenette on the Fastline/MCM Suzuki GSXR1100, realized they weren't ready to win and was happy to be in Victory Lane.

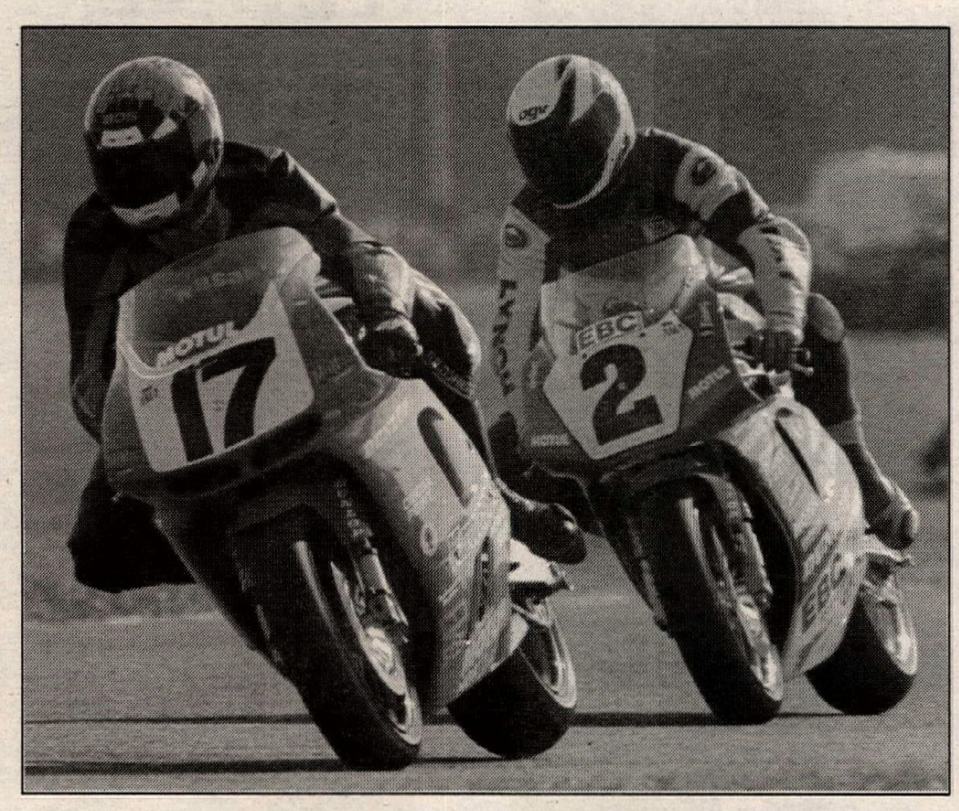
"We were having a bit of a struggle today. It wasn't our day," Lynch said. "We lucked into it, because Dutchman was running great. Dutchman had some problems, unfortunately for them, but fortunately for us; it bumped us up one."

Like the Muzzy team, Dutchman was running an impromptu team, having had to replace Miles Baldwin after he crashed in qualifying. Andy Fenwick got the call and took the second stint after the hand-off from Scott Gray. Because of Gray's big-bike experience, the team chose to keep him on the bike for 40 minutes, the maximum time allowed in the new one-hour format. Fenwick took over with 20 minutes to go, but quickly ran into clutch troubles that would drop him to third.

"The last six or seven laps the clutch was slipping," Fenwick said. "To tell you the truth, I didn't even know if I was going to make it around to the pits on the last lap, it was slipping so badly."

Erion Racing's Christian Gardner and Andrew Stroud finished fourth, with Stroud replacing Hikaru Miyagi, who was injured during the AMA/CCS weekend. Fifth place went to K.W.S. Motorsports' Kevin Hunt and Gene Church, who blew by Anderson/Dynamic Racing's Jan Svensson at the finish line.

Uncharacteristically cool temperatures and swirling winds greeted the 27-rider field as they were green-flagged on Friday afternoon. Gray jumped to the front of an early quartet with Lynch second, Mike Harth third on the Team America Honda, and Andrew Stroud fourth on the Erion Racing Honda, the defending National Champion, with Tripp Nobles a distant fifth, having started on the eighth row.



(Left) With riders Fred Merkel and Tripp Nobles at the helm of the new ZX-9, Team Kawasaki/Muzzy (17) rode to an impressive win in the Unlimited Team Challenge. Fastline/MCM Suzuki (2) finished second. (Below) Dutchman Racing (3) led with approximately 10 minutes remaining, but slipped to third. Fastline/MCM Suzuki (2), Team America (4) and Erion Racing (1) give chase.

No one could match Gray's pace, the Californian pulling out a 15-second edge on the seventh lap, and the order behind him did not change. But Nobles was moving up, the Georgian slicing through the field and catching the group behind Gray on the eighth lap. He went around Harth on the backstraight and was hounding Lynch by the time they hit turn one. On the next lap he went into second, passing Lynch on the brakes going into turn one.

Ten laps into the race Gray's lead on Nobles was 10-plus seconds, with Nobles beginning to pull away from the fight for third.

As the race approached the midway point rider changes began, with most all of the top teams pitting within a lap or two of each other. Nobles came in right at the 30-minute mark, a tire was changed and Merkel was gone.

"We started on the eighth lap and I knew Gray would be out there at the start. I got into a pace of running 55's, low 56's, and I wasn't going to toss it away. I knew that Fenwick would be next and that with a good pit stop we could be close enough to run him down," Nobles said.

In quick succession, Lynch handed the Fastline/MCM bike to Guenette, and Stroud gave the Erion Racing Honda to Gardner. Guenette quickly discovered that the bike wasn't running well, something Lynch was aware of.

"In my session we had a bit of a carb or ignition problem on top end. It really cut out on us," Lynch said. Since it was intermittent, Lynch was worried it would cut out on him at the wrong time. "I would go from major acceleration to major deceleration. There was the possibility of getting packed in the rear end."

"My first thought was that I was holding the air from going into the carbs so I moved my leg, but it didn't help," Guenette said.

Harth brought the Team America bike in at the 37-minute mark for rider and tire changes, but the team had trouble getting it up on the jacks and they lost valuable time before Woody Deatherage could re-join the race. A minute later, Fenwick took over the leading Dutchman Yamaha from Gray.

When the pit stops were over, Fenwick was in the lead with Merkel second, Guenette third, Deatherage fourth, and Gardner fifth. Deatherage dropped out of the race on the 24th lap with a clutch failure, handing fourth to Gardner.

Merkel was lapping in the 55's, and Fenwick had slowed to 58's and 59's, so it was only a matter of time before the lead changed hands. It came with about 10 minutes to go and it was decisive and permanent. From that point on, it was a matter of how much Merkel would win by - and it would be a lot.

"When I took off we were 17, 18 seconds behind, and dropping three to four seconds a lap," Merkel explained. "I was watching the big scoring tower and I kind of calculated what was going to happen. I got him with plenty of laps to spare."

Fenwick struggled to hold onto second, a spot he lost on the final lap as the Dutchman Racing Yamaha lurched to the finish.

"I started seeing him, but I was losing traction because we ran the same tire the whole race," said Guenette, who finished about eight seconds behind Merkel. "I was making time up on braking and began pushing harder when I saw him ahead of me."

"I don't think we would have caught the Kawasaki, but we lost second because of the clutch," Fenwick said. He finished better than 11 seconds behind Guenette.

"Andy (Fenwick) did a great job with

the Dutchman Yamaha, the bike did great, and I'm happy to be here in Winner's Circle again," Gray said. "I'd have liked to have been first, but I'll take third."

Gardner brought the Erion Racing Honda home in fourth, the last team on the lead lap. Fifth and sixth were decided at the line with K.W.S. Motorsports' Kevin Hunt drafting past Anderson/Dynamic Racing's Jan Svensson at the line. Svensson was riding a five-year-old Yamaha FZR1000, after he had trouble getting parts for his new machine in time.

"We found that Wiseco put the wrong rings in the box with the pistons," Svensson said. "We knew the rings were coming, but there was two feet of snow in Louisville and they spent two nights there with an overnight courier. At Phoenix we'll have the new bike."

Svensson wasn't too anxious to finish a lot higher than he did. "I told my wife that if I ended up in the winner's circle this year I'd shave my beard off, and I've had it for 26 years," Svensson said. CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 11, 1994

1.Team Kawasaki/Muzzy (Kaw); 2. Fastline/MCM Suzuki (Suz); 3. Dutchman Racing (Yam); 4. Erion Racing (Hon); 5. K.W.S. Motorsports (Hon); 6. Anderson/Dynamic Racing (Yam); 7. Dyno-Jet Racing (Kaw); 8. Blackhawk Racing (Yam); 9. Sportsland of Laramie Racing (Yam); 10. New Tech Racing (Hon); 11. Keystone/Northstar (Yam); 12. TBR Racing (Hon); 13. R&R Racing (Suz); 14. Cadman Racing (Suz); 15. Pit Bull Racing (Suz); 16. Action Machines (Suz); 17. Tall and Small Racing (Hon); 18. Team Tri-Mar (Hon); 19. White Fire Racing (Hon); 20. Cheetah Racing (Suz); 21. Team America (Hon); 22. Z&C racing (Yam); 23. Vance & Hines II (Yam); 24. Musty Racing Team (Hon); 25. Zlock Racing (Kaw); 26. Vance & Hines I (Yam); 27. Team Cycle World Magazine (Yam).
Time: 1 hour, 58.905 seconds.
Distance: 31 laps, 110.36 miles.
Average speed: 108.583 mph.
Margin of victory :1:00.499 mins.
UNLIMITED TEAM CHALLENGE CHAMPIONSHIP SERIES POINT STANDINGS: 1.Team Kawasaki/Muzzy (35); 2. Fastline/MCM Suzuki (32); 3. Dutchman Racing (30); 4. Erion Racing (28); 5. K.W.S. Motorsports (26); 6. Anderson/Dynamic Racing (25); 7. Dyno-Jet Racing (24); 8. Blackhawk Racing (23); 9. Sportsland of Laramie Racing (22); 10. New Tech Racing (21); 11. Keystone/Northstar (20); 12. TBR Racing (19); 13. R&R Racing (18); 14. Cadman Racing (17); 15. Pit Bull Racing (16); 16. Action Machines (15); 17. Tall and Small Racing (14); 18. Team Tri-Mar (13); 19. White Fire Racing (12); 20. Cheetah Racing (11); 21. Team America (10); 22. Z&C racing (9); 23. Vance & Hines II (8); 24. Musty Racing Team (7); 25. Zlock Racing (6); 26. Vance & Hines I (5); 27. Team Cycle World Magazine (4).

Upcoming rounds
Round 2: Phoeniz, Arizona - March 27
Round 3: Pomona, California - April 10

AMA/CCS Middleweight Team Challenge Series

Round 2: Daytona International Speedway

Hairy win for AGV Sport

By Henny Ray Abrams

When Scott Zampach decided to grow his hair a little longer, he never thought that it might cost him a race, but it very nearly did. Just before the halfway point of the AMA/CCS Middleweight Team Challenge at Daytona International Speedway, Zampach's hair fell into his eyes causing him to overshoot the chicane while he was chasing race-leader Moto Liberty.

"All my hair went into my eyes," Zampach explained. "I went into the chicane and could hardly see."

He stopped, brushed the hair back, then re-joined the track from the old chicane instead of where he left the track, as the rules mandate. The team was docked a lap and when Zampach's teammate, Shawn Higbee, took over the team's AGV Sport Honda CBR600, he thought they had no chance.

Zampach made an impassioned defense of his actions to AMA Referee Speedy Kell and the penalty was lifted. Not long after that, Higbee was rolling into Victory Lane with the team's second win in five days.

"Our motorcycle is bone stock and it's slow," Zampach said in Victory Lane. "Moto Liberty took off and their bike was so fast, I thought, in the first half lap, that if they finished they had it won,"

Then the Moto Liberty Honda expired near the halfway point, while holding a commanding lead, and Zampach inherited the lead. Though he would briefly relinquish it, Higbee gained it back and went on to win by 10.791 seconds on an overcast and occasionally drizzly day.

The team completed 28 laps (96.68 miles) of the 3.56-mile course at an average speed of 98.344 mph.

Second place, in their second race as a team, went to the J.S. Racing team of Jim Lester and Sean Sweeney. After blowing up their race motor the previous weekend, the team fitted a stock motor to the team's Honda CBR600 and knew they'd have to work hard through the infield to make up for the power deficiency on the banking.

"We've got low horsepower and these guys were going by us on the banking. If they didn't go by me on the banking, they'd get me in the chicane," said Jim Lester, the J. in J.S. Racing. Sean Sweeney, the S. in J.S., brought the bike home during a light rain. "I let up just enough to allow for the conditions."

Third place went to Hyvac Racing's Paul Sloan and Kevin Noonan, the pair running second early on before dropping back one spot. The visit to Victory Lane convinced them to continue on in the series.

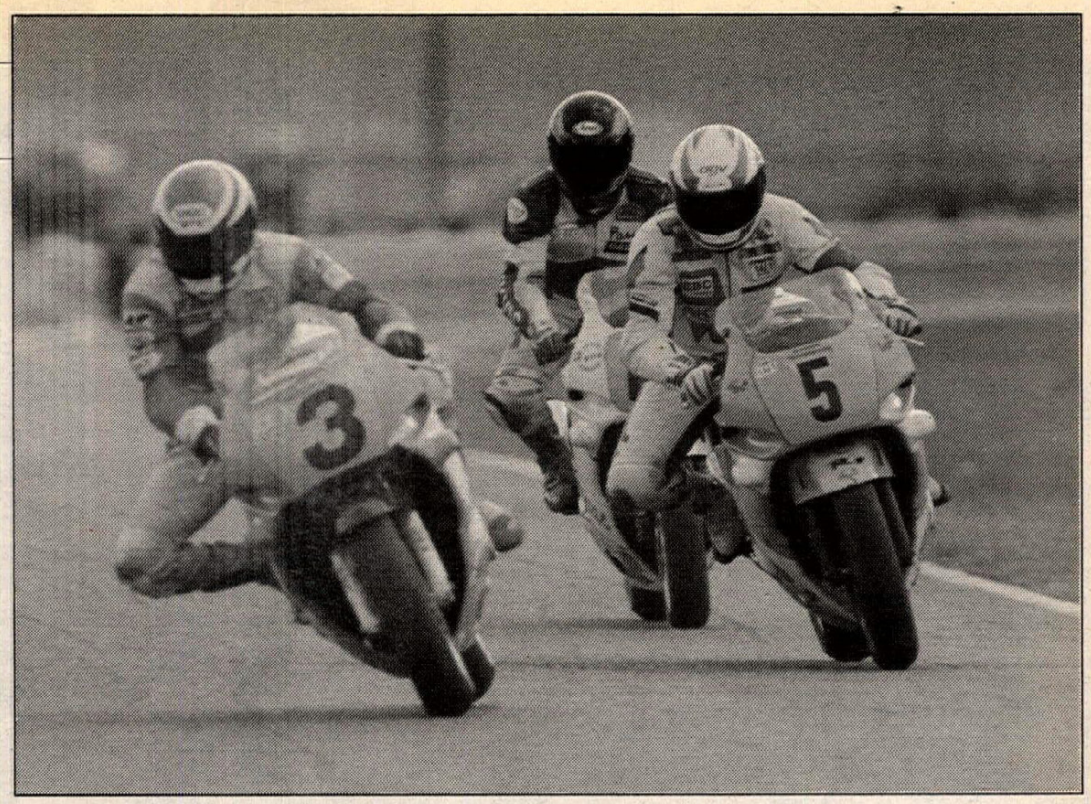
"This is a good way to start out the season," said Paul Sloan, who rode the first leg. "We decided if we finished in the top three today we were going to do the nationals all over the country and try to go for the championship. I know this really gets us psyched up and ready to go."

Bill Knox and Ed Hoffman made up the Team Plunger entry that finished fourth on a Honda CBR600, with TBR Racing's Sean Goff and Jon Schocht, also Honda-powered, in fifth.

The one-hour team challenge was green-flagged at about 4:15 p.m. on an overcast day, with threatening skies moving through the area. Mike Barnes was the lead rider on the Moto Liberty entry and he escaped with stunning alacrity. At the end of the second lap he had better than a four second-lead, upping it by almost two seconds a lap. If the team of Barnes and Takahiro Mori had finished the race, the rest would have finished nearly half a lap behind - but that's not the way it happened. Just after Mori took over near the halfway point, he came to a rest near the chicane after the Honda's engine blew up on the back straightaway.

The order would shuffle with many of the top teams changing riders, and when the shuffling ended it was Zampach in second on the AGV Sport bike behind the USC Racing entry of James Schaeffer and Robert Wright. Wright was riding in place of Craig Gleason, who'd injured his right hand during the AMA/CCS weekend. Schaeffer ran first, handing off to Wright at the 36-minute mark.

"I knew I couldn't run with Barnes; Mori maybe," Schaeffer said. Anticipating bad weather, the team fitted a cut slick on the front and a Dunlop DOT on the rear.



(Above) Northwest Racing (5) led eventual winner AGV Sport (5) early in the Middleweight Team Challenge. The Northwest Racing team suffered problems later on and finished 23rd. (Right) The winning AGV Sports team: Scott Zampach (left) and Shawn Higbee (right).

Zampach pitted at the 39-minute mark, handing off to Higbee, and the team still held a commanding lead. Then he was informed about the one-lap penalty and began to implore the AMA official to change his mind. When he did, Zampach thought it showed flexibility on their part.

"He (Kell) told me he'd review the situation, and he did," Zampach said. "It shows they're open-minded enough to see the rider's viewpoint."

"I guess the secret today was just to stay on two wheels," Higbee said in Victory Lane.

USC Racing continued to run at the front, until running out of gas in the chicane with about 11 minutes to run. That moved J.S. Racing into second, where they would finish.

"The rain didn't worry me, but it changed the pace of the race a little," Lester said. "We made it through and that's what matters."

The battle for third raged until there were less than 15 minutes left in the race, when Kevin Noonan moved past Ed Hoffman.

"It feels great to finally be here in Victory Lane," Noonan said. "The rain helped us out quite a bit, because a lot of the guys backed off and that made me push it quite a bit harder. I was able to pick up some ground then."

Sloan wasn't surprised that the team gained ground once the weather turned sour.

"I came in early and that was the plan. Kevin is excellent in the rain," Sloan said.

Jon Schocht brought TBR Racing's Honda home fifth, a finish that surprised the team's first rider, Sean Goff.

"We're two amateurs trying to get some track time," Goff said. "We were second and third on the first lap, then the horsepower difference took over. We're using a stock engine. It's never been out of the frame. We were hoping for a top 10 finish." CN

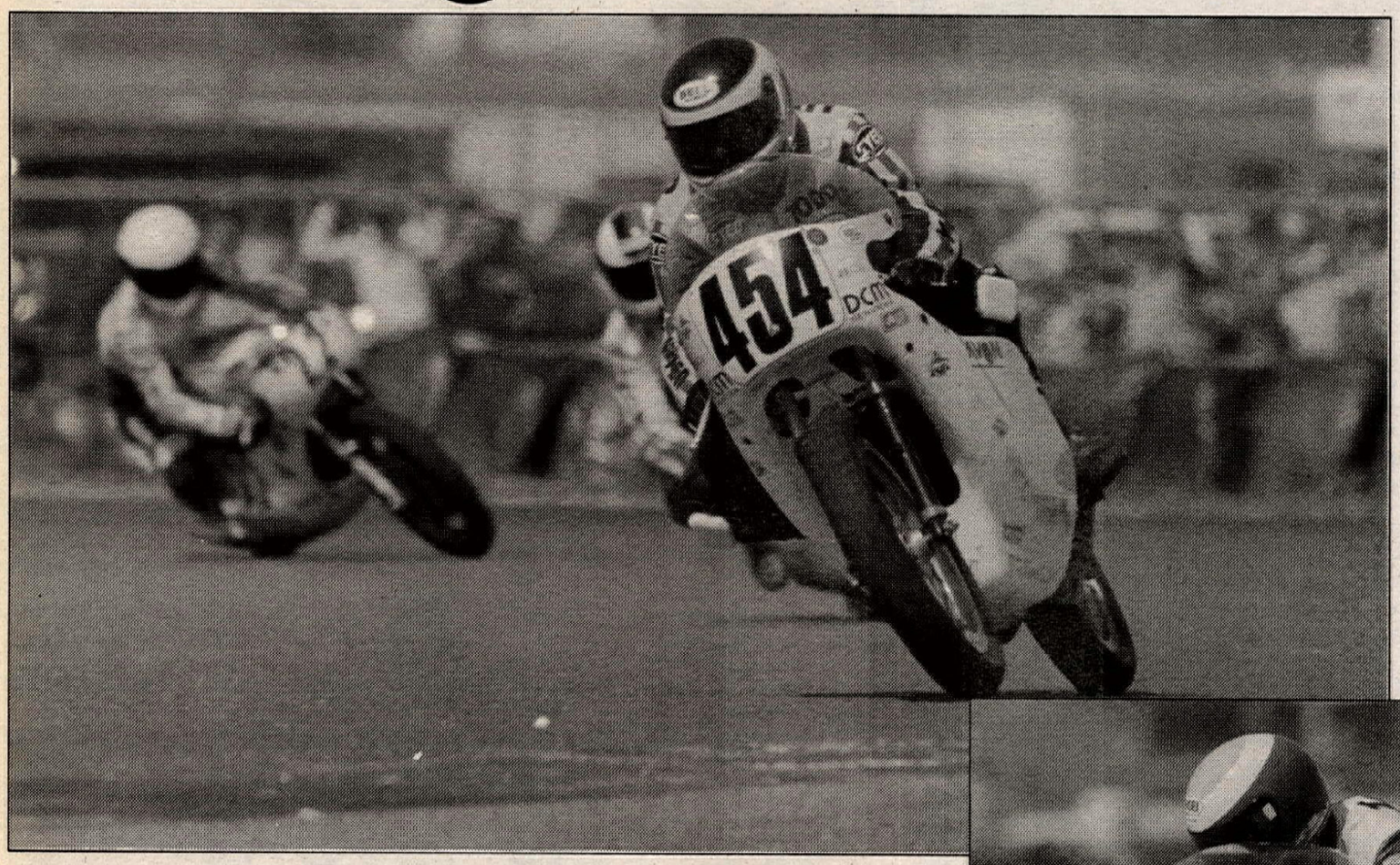
Daytona International Speedway
Daytona Beach, Florida
Results: March 10, 1994

1. AGV Sport (Hon); 2. J.S Racing (Hon); 3. Hyvac Racing (Hon); 4. Team Plunger (Hon); 5. TBR Racing (Hon); 6. Jicarilla Apache Race Team (Hon); 7. Mint Racing (Hon); 8. Recycle Racing (Suz); 9. Apache Racing (Hon); 10. Kiyo Watanabe Racing (Hon); 11. Team No Fear (Suz); 12. Competition Motorsports South (Yam); 13. Action Machines III (Yam); 14. Honda-Suzuki World Racing (Hon); 15. Amherst Motorsport (Hon); 16. Apache Racing II (Hon); 17. Westfield/MLR Racing (Hon); 18. Team Z (Hon); 19. USC Racing (Kaw); 20. Two Old Racing (Hon); 21. Team Houck Racing (Hon); 22. Hot Chili Racing (Hon); 23. Northwest Racing (Hon); 24. Lancaster H-D Racing (H-D); 25. Moto Liberty/Honda (Hon); 26. Evo Twin Racing (H-D); 27. Raceco (M-G); 28. Low Country H-D (H-D).
Time: 1 hour, 48.891 sec.
Distance: 28 laps, 99.68 miles.
Average speed: 98.344 mph.
Margin of victory: 10.971 secs.
AMA/CCS MIDDLEWEIGHT TEAM CHALLENGE POINT STANDINGS: 1. AGV Sport (35); 2. J.S Racing (32); 3. Hyvac Racing (30); 4. Team Plunger (28); 5. TBR Racing (26); 6. Jicarilla Apache Race Team (25); 7. Mint Racing (24); 8. Recycle Racing (23); 9. Apache Racing (22); 10. Kiyo Watanabe Racing (21); 11. Team No Fear (20); 12. Competition Motorsports South (19); 13. Action Machines III (18); 14. Honda-Suzuki World Racing (17); 15. Amherst Motorsport (16); 16. Apache Racing II (15); 17. Westfield/MLR Racing (14); 18. Team Z (13); 19. USC Racing (12); 20. Two Old Racing (11); 21. Team Houck Racing (10); 22. Hot Chili Racing (9); 23. Northwest Racing (8); 24. Lancaster H-D Racing (7); 25. Moto Liberty/Honda (6); 26. Evo Twin Racing (5); 27. Raceco (4); 28. Low Country H-D (3).

Upcoming rounds:
Round 2: Phoenix, Arizona - March 27
Round 3: Pomona, California - April 10

Round 2: Daytona International Speedway

Henning bounces back



By Matt Benson
Photos by Kinney Jones

DAYTONA BEACH, FL, MAR. 7

When Todd Henning left the season's first national in Georgia, all four of his motorcycles were out of commission with mechanical problems or crash damage, but just three days later, the Syed Leathers/Avon/Works Performance/Bell/Castrol-supported rider scored four convincing wins in five rides at round two in Daytona.

"Without all of the friends and supporters who helped me, I never could have done it," Henning said of the marathon effort to get his bikes up and running. The effort was successful, and Henning returned to Massachusetts with first-place trophies in the 500cc Premier, Sportsman 350cc and 500cc, and Formula 250cc classes.

Henning's toughest competition came in Sportsman 500cc, where he had to share the lead at various times with Pat Mooney's Ducati 450. Shadowing the lead pair were eventual third-place finisher Ralph Auer, on a BMW R50, and Jason Bessey's BSA 500.

Classics Day drew almost 600 entries, and an estimated 40,000 spectators, including a pair of exotic works MV Agustas. Under the guidance of John Surtees, the former owner/rider of one of the MVs, Barber Dairy Products' Stephen Mathews survived a battle of attrition in the 500cc Premier class to take the howling multi to a third-place finish behind Henning's Honda-powered Drixton replica and a hard-charging David Aldana on Carl Hokanson's Matchless G50.

The other MV, entered by Team Obsolete and ridden by Englishman John Cronshaw, was patched up after a mishap at Roebling Road, only to go out early with electrical problems. Another much-anticipated entry, TO's tiny Jim Redman/Mike Hailwood Honda 250-6, was a non-starter, the victim of mechanical woes.

Still, Team Obsolete owner Rob Iannucci was upbeat about the beginning of a new era in vintage racing. "The exotic multis have arrived," he said. "I hope other people, like Mr. Barber and I, will bring these machines out of the museums and have some fun."

Another of the 500cc Premier casualties was David Roper, who spent the opening laps aboard his TO Matchless G50 dicing with Henning. As Henning began to pull away on his powerful Honda twin, Roper went down with a flat front tire.

Aboard his faithful AJS 7R, instead of the Honda six, Roper came out on top in an excellent 350cc Grand Prix battle with West Coast British Racing's Michael Green and his Ducati single. Even though he was on a 250cc machine and broke a clutch cable early in the race, Green managed to lead Roper for most of the event.

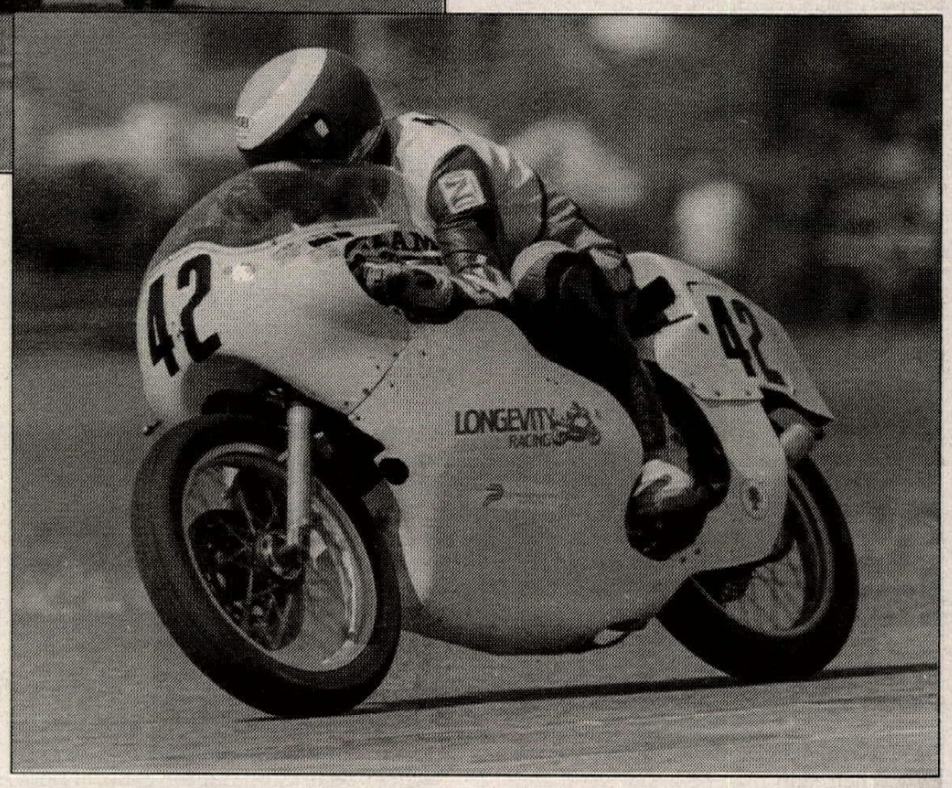
In spite of losing the 350 race, Green and his fast Ducati won the 250cc GP event by a margin of 18 seconds.

In the Sportsman 750cc division, it was a battle of the twins with Larry Kirby and his Yamaha XS650 swapping the lead with Pat Mooney's Triumph Bonneville. At one point there was a third leader, Triumph-mounted Chris Stobaugh, but he failed to finish the race. When the checkered flag flew, it was Kirby ahead of defending class champion Mooney.

The Formula 750cc class saw a hard-earned win for Jeff Gaynor aboard the Ecurie Classics Honda CR750. He withstood pressure from second-place finisher Jerry Wood on his Ducati, and was chased by Honda CR750 rider Kurt Liebmann, Mooney on a Triumph-Weslake and John Long on a Rickman-Triumph.

Other vintage winners were: Norton-

(Left) Todd Henning rebounded from a disastrous opening round to win four classes at Daytona. (Below) John Long took his Yamaha to a first-place finish in Formula 500 racing. (Bottom) Ste Kalbfleisch (461) leads Al Charles (414) and Michael Eiland (641) in the 750cc Sportsman division. Classics Day attracted over 600 entries.



mounted Stewart Rogers in Pre-1940; Norton rider Norm Nelson in Class C; Maico pilot Sven Bley in 200cc GP; and Yamaha-mounted John Long in Formula 500cc.

Riders were disappointed that track officials decided, inexplicably, the night before the race to use a 2.8-mile course instead of the full 3.56-mile circuit, as had been advertised for months. "The day started off badly, but ended wonderfully," commented AHRMA Executive Director Jeff Smith, who had to cope with the last-minute track revision. CN

Daytona International Speedway
Daytona Beach, Florida
Results: March 7, 1994

PRE-'40: 1. Stewart Rogers (Nor); 2. Ozzie Auer (BMW); 3. Butch Baer (Ind); 4. Gordon Menzie (Tri); 5. Jim Smith (Ind).

CLASS C: 1. Norman Nelson (Nor); 2. Ozzie Auer (BMW); 3. Mark Samuelson (Nor); 4. Stewart Rogers (Nor); 5. Al Knapp (H-D).

CLSC '60s: 1. John Cronshaw (Mat); 2. Pat Moroney (Mat); 3. Stephen Mathews (Mat); 4. Rusty Lowry (H-D); 5. Stewart Rogers (Nor).

200 GP: 1. Sven Bley (Mai); 2. Dennis Poneleit (Hon); 3. Mike Kirby (Bri); 4. James Kirby (Yam); 5. Chris Jensen (Hon).

250 GP: 1. Michael Green (Duc); 2. Charles Sexton (Bul); 3. Sven Bley (Mai); 4. Reg Bolton (Aer); 5. Tupper Robinson (Bul).

350 GP: 1. David Roper (AJS); 2. Michael Green (Duc); 3. Mark Baldwin (Aer); 4. Neil Larsen (Aer); 5. Chris Mast (H-D).

500 PREM: 1. Todd Henning (Hon); 2. David Aldana (Mat); 3. Stephen Mathews (MV); 4. Pete Johnson (Hon); 5. Don Vesco (Nor).

SPTMN 350: 1. Todd Henning (Hon); 2. Peter Sheppard (Hon); 3. Frank Smith (Hon); 4. Henry Syphers (Hon); 5. Don Fromm (Duc).

SPTMN 500: 1. Todd Henning (Hond); 2. Patrick Mooney (Duc); 3. Ralph Auer (BMW); 4. Jason Bessey (BSA); 5. Jeffrey Caiazzo (Duc).

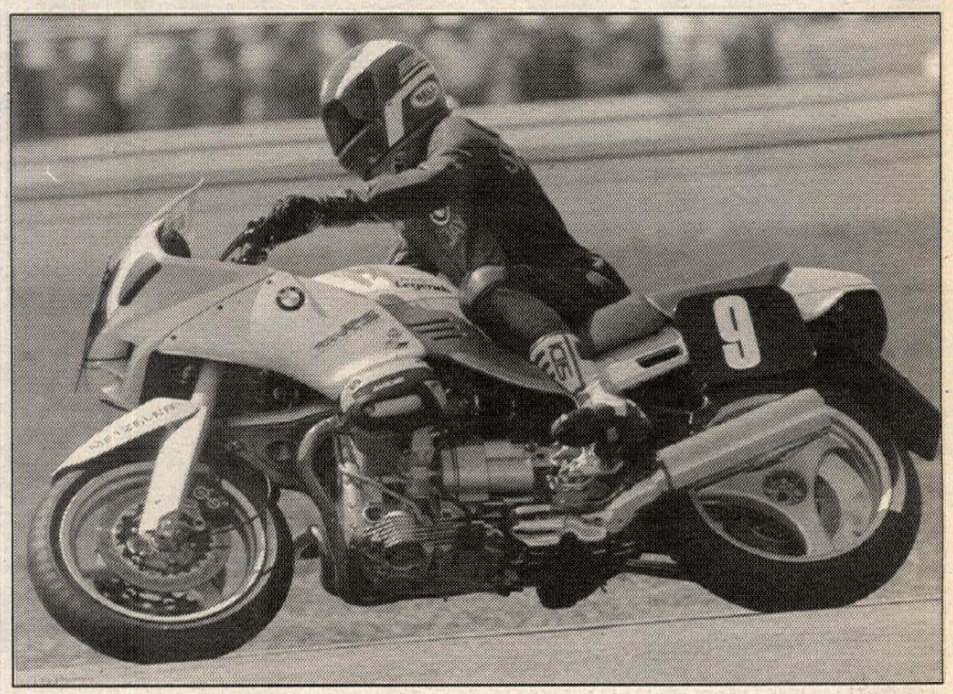
SPTMN 750: 1. Larry Kirby (Yam); 2. Patrick Mooney (Tri); 3. Randy Bradesku (BMW); 4. Jerry Wood (Ric-Tri); 5. Jesse Morris (Tri).

F-250: 1. Todd Henning (Yam); 2, Richard Merhar (Yam); 3. Alan Jackson (Suz); 4. Thomas Kesting (Yam); 5. Henry Syphers (Suz).

F-500: 1. John Long (Yam); 2. Dave Rosno (Hon); 3. George Oiegar (Yam); 4. Tom Robertson (Hon); 5. Alan Jackson (Suz).

F-750: 1. Jeff Gaynor (Hon); 2. Jerry Wood (Duc); 3. Kurt Liebmann (Hon); 4. Patrick Mooney (Tri); 5. John Long (Tri).

(above) Winner David Aldana (13) leads the BMW R1100RS-mounted pack in the Battle of the Legends competition. In close pursuit of Aldana is Jay Springsteen on the black-plate number-nine Beemer, and Gary Nixon, on the white-plate number-nine bike. (Right) Last year's Battle of the Legends winner Jay Springsteen finished third, behind Aldana and Yvon DuHamel.



BMW Battle of the Legends

Aldana aces the legends

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MARCH 7

Their skin may be a tad weathered and their bones may be a bit more brittle, but one thing's for sure: the desire to go fast - faster than your rivals - still burns deep within the hearts of the riders who competed aboard 10 identically-prepared BMW R1100RS sport motorcycles during the BMW Battle of the Legends, held in conjunction with round two of the AHRMA Historic Cup Road Race Series. And who was the fastest during the third annual running of the star-studded event? None other than last year's runner-up finisher, David Aldana. The 44-year-old veteran dirt tracker finished second behind race one winner Yvon DuHamel, and out-dueled last year's BMW BoL Champion, Jay Springsteen, for a popular win in the all-important second race.

"More than anything, I think that winning this race at Daytona is all about bragging rights," said Aldana, who also competed in several other classes throughout the afternoon. "I finished second here last time behind ol' Springer and had all year to think about it. It may have been a while since we were racing Nationals, but our egos and our desire to win haven't shrunk over the years."

With 1-3 finishes, 1992 BMW BoL Champion DuHamel garnered runner-up honors, while Springsteen was third overall with consistent 3-2 finishes.

After competing aboard BMW R100S Roadsters during the first two runnings of the BoL, the 10 racing legends had a special treat to look forward to in 1994. The new BMW R1100RS would be the new weapon of choice, a bike that not only delivered a sportier performance, but, thanks to all-new bodywork , looked "racier" as well. Something else was different about the race. In the past, the legends seemed to tiptoe around the famous speedway - their stock BMWs seemed to rival the military's most sophisticated stealth fighters (especially in comparison to the resounding exhaust notes that the vintage machines on hand emitted.) This year, the pre-muffler was gutted of it's internals, and the result was a more robust exhaust note. After all, shouldn't a race *sound* like a race? In addition to generating greater excitement amongst the claimed 25,000 spectators on hand, the louder machines warned the ever-present seagull population of their approach. Last year, several of the racers reported close encounters with inattentive birds.

When the first five-lap race got underway, it quickly became apparent who were the most competitive amongst the elderly statesmen of racing. Aldana, former Grand National Champions Gary Nixon and Springsteen, three-time AMA Superbike National Champion Reg Pridmore and DuHamel ripped out of the starting area and commenced an all-out battle for the lead.

"I'm about a stone and a half (21 pounds) heavier than the others; I think we need to handicap the others a bit," joked Pridmore, who appeared to be putting forth a great deal of effort in order to stay with the leaders.

DuHamel appeared to have control on the opening lap, but suddenly dropped to fifth which allowed Aldana and the two number nines - Springsteen and Nixon - to control the lead during the early laps. But as the race wound down, DuHamel suddenly came to life and reestablished himself as a threat for the win.

"I was trying to find the draft and see what these new bikes could do - they are a lot faster and we were being a bit careful out there," said DuHamel. "The draft is very important at Daytona - you can go much faster if you have someone ahead of you. The fairing on these bikes is so wide that it's fairly easy to catch the draft."

As the pack raced towards the checkered flag, DuHamel tucked in behind leader Aldana and waited for the right moment to pass, while Springsteen went for the low line in an attempt to "shorten" the dash to the finish. DuHamel's strategy proved to be the better, as he slipstreamed past Aldana and on to the win with a bikelength to spare. Springsteen finished a close third, while Nixon and former Daytona 200 winner Don Emde filled the top five. Pridmore slipped to fifth, while Roger Reiman, Kurt Leibmann, Don Castro and Don Vesco rounded out the field at a distance.

"I thought I had enough of a lead on DuHamel coming out of the chicane, but he drafted me," said Aldana. "He actually passed me going up the banking, and that surprised me."

DuHamel was delighted with his win, saying: "This is the first win of the week for the DuHamel family - it would be nice if more (wins) will follow." DuHamel was obviously referring to the anticipated performance of his son, Miguel, who will compete aboard the factory Harley-Davidson VR1000 in the Daytona 200.

"I was hoping to beat them all across the finish line," said Springsteen, jovial as ever. "I thought if I could get a shorter run at the finish, I could beat them."

Determined to secure his first BMW BoL crown, Aldana raced off the line in race two like a man on a mission. Though he mixed it up with Springsteen, Nixon and Pridmore, Aldana succeeded in leading each lap across the start/finish line. When the white flag flew, it became apparent that it would become a duel between the two dirt trackers - Aldana and Springsteen.

"I tried to get into turn one really hot on the last lap and got right on David's butt," said Springsteen. "I think I could have passed him on the back straightaway, but I figured that I'd let him tow me down the backstretch."

True to his dirt track instincts, Springsteen tucked in behind Aldana and waited for the perfect moment to pull out of the draft and slip past. Aldana, however, had different ideas. As the duo raced for the finish, Aldana began to zig-zag across the track, hoping to break the draft and spoil Springsteen's plans.

"I thought I had a pretty good lead on the last lap, but Springsteen ran me down," said Aldana. "I thought, 'You're not gonna get me - no way!' and I started zig-zagging. I had to do everything I could - besides putting on my training wheels and sticking out my arms - to keep him back there."

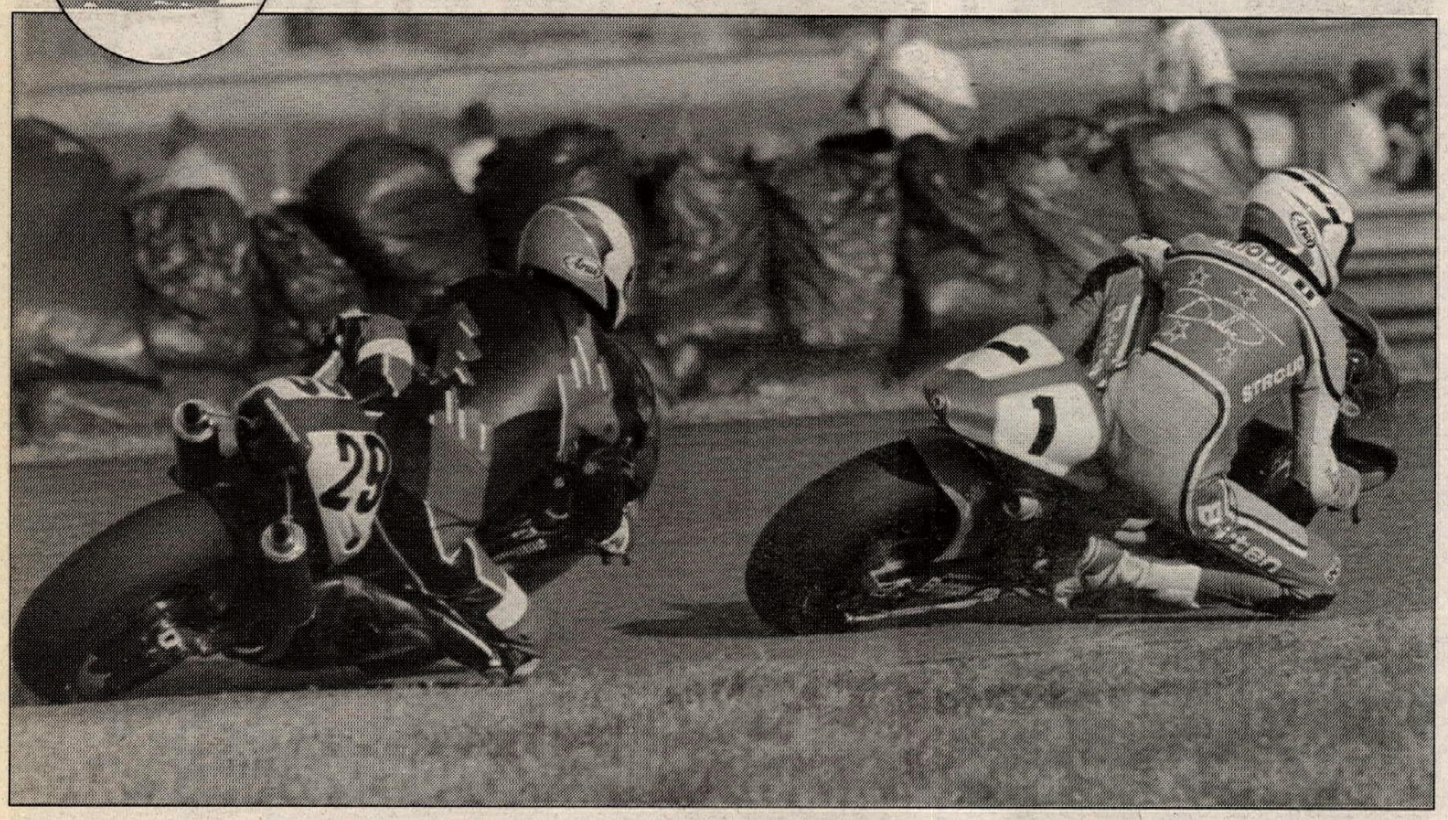
Aldana raced across the finish line with room to spare over Springsteen and DuHamel. Pridmore, Reiman, Nixon, Emde, Leibmann and Vesco finished fourth through ninth, respectively, while Castro dropped out early in the race with mechanical woes. CN

Daytona Beach, Florida
Daytona International Speedway
Results: March 7, 1994

BMW BATTLE OF THE LEGENDS RACE ONE: 1. Yvon DuHamel; 2. David Aldana; 3. Jay Springsteen; 4. Gary Nixon; 5. Don Emde; 6. Reg Pridmore; 7. Roger Reiman; 8. Kurt Leibman; 9. Don Castro; 10. Don Vesco.

BMW BATTLE OF THE LEGENDS RACE TWO: 1. David Aldana; 2. Jay Springsteen; 3. Yvon DuHamel; 4. Reg Pridmore; 5. Roger Reiman; 6. Gary Nixon; 7. Don Emde; 8. Kurt Leibman; 9. Don Vesco; 10. Don Castro.

BMW BATTLE OF THE LEGENDS O/A: 1. David Aldana; 2. Yvon DuHamel; 3. Jay Springsteen; 4. Reg Pridmore; 5. Gary Nixon; 6. Roger Reiman; 7. Don Emde; 8. Kurt Leibman; 9. Don Vesco; 10. Don Castro.



coming home second and third, respectively.

John Long, Pete Johnson and Michael Myers swept the top three positions in the Formula 2 class.

"My Ducati is a 1987 model, but she still runs good, doesn't she?" quipped Long. CN

Results

OPEN TWINS: 1. Andrew Stroud (Bri); 2. Pablo Real (Duc); 3. Nick Ienatsch (Bim); 4. Stephen Mathews (Duc); 5. Kiyo Watanabe (Hon); 6. Al Charles (Duc); 7. Ian Gunn (Duc).

FORMULA 1: 1. Jerry Wood (Duc); 2. Malcolme Tunstall (Duc); 3. Jeff Reeves (Duc); 4. Dennis Liebrecht (Duc); 5. Dave Russell (Bim); 6. Mike Whiteley (Yam); 7. Tommy Koch (Duc).

FORMULA 2: 1. John Long (Duc); 2. Pete Johnson (M-G); 3. Michael Myers (Duc); 4. David Robertson (Duc); 5. John Aksel (Duc); 6. James McNulty; 7. Micah Stevenson (Duc); 8. Pete Luckett (Hon); 9. Norm Lastovica (Duc); 10. Yoshiyuki Sugai (H-D); 11. Randy Bradesku (Kaw); 12. Dave Moon (Duc); 13. Will Harding (M-G); 14. Thomas Fournier (Duc); 15. Bob Wilkins (Hon); 16. Mark McGrady (Hon).

(Left) Andrew Stroud leads Pablo Real in the Open Twins class during the Battle of Twins contest; Stroud finished just ahead of Real for the win. (Below) Alan Carter (23) and Rodney Fee (501) went at it in the Open Singles class in Sound of Singles action. Carter came out on top.

Stroud races Britten to Twins win

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MARCH 7

Andrew Stroud was a bit disappointed when he first arrived at Daytona International Speedway for the Battle of the Twins race. The personable Kiwi had hoped to race around the entire 3.56-mile course aboard the exotic Britten Daytona V1000 motorcycle, but found that like the rest of the racers on hand for the AHRMA Historic Cup Road Race National, he would compete on a shortened, 2.75-mile course.

"I had high expectations coming to Daytona. I hoped to get the chance to break into the one minute-50-second bracket on the regular course," said Stroud. "I cut a 1:53.8 two years ago on the Britten, but it's improved greatly since then."

Stroud's disappointment didn't last long, however, as his chagrin was quickly replaced with the thrill of victory. After starting the 15-lap Open Twins race in fourth, Stroud went to work quickly and by the third lap had gained control of the point position. At the drop of the checkered, Stroud enjoyed a five-second-plus margin of victory over his nearest rival, and in doing so secured the first-ever race win at Daytona for the Britten team.

The thunderous exhaust notes of the twins was a welcome sound, as the class returned to Daytona after a one-year absence. After being dropped from the AMA's National Championship Road Race Series at the end of 1992, the Battle of the Twins class was suddenly without a home. In it's '94 return - this time in conjunction with the American Historic Racing Motorcycle Association (AHRMA) National Series - the Battle of the Twins class features five different classes, making for closer racing with greater variety. Due to time constraints, only three of the five divisions were run on Monday: the Open Twins, Formula 1 and Formula 2 classes. The Open Twins class is just what its name implies - it's an open, anything-goes class. The Formula 1 class is open to basically stock machines, allowing no displacement or engine modifications. Formula 2 is open to pushrod OHC bikes up to 1200cc, and OHC bikes up to 750cc.

When the combined three-class race got underway, it was AHRMA regular Stephen Mathews who led the way aboard a Ducati 888. Journalist Nick Ienatsch, aboard a works Bimota Tesi Superbike, was close behind, as were Ducati-mounted Pablo Real and Stroud, aboard the number-one pink, blue and white Britten.

Real took control of the race on lap two, displacing Mathews on the banking, but Stroud soon found his pace and began to close in. First he passed Ienatsch, then Mathews one lap later. By the start of the third lap, Stroud had closed in on Real's tailsection and sat poised to make his move.

The seemingly inevitable occurred on lap four, and Stroud raced into the lead. Though Real did his best to stay in Stroud's draft, his efforts were in vain. The Kiwi quickly distanced himself from the rest of the field, enjoying a comfortable lead within only a few laps.

Behind Stroud, Ienatsch applied continuing pressure on Mathews before finally finding his way past and into third on lap four. Once past the Georgian, Ienatsch pulled away but was unable to reel in Real.

After performing numerous wheelies on the final two laps, Stroud raced home victorious, comfortably ahead of Real, Ienatsch and Mathews, while Japanese rider Kiyo Watanabe completed the top five finishers in the Open Twins class, at a distance.

"This bike has so much power, I was very comfortable out there," said Stroud. "The bike has definitely come a long way since the last time I rode it here at Daytona. The track was a bit slippery in places; I suspect there was a bit of oil on the track."

Seeming even more delighted than Stroud was John Britten, designer of the Britten Daytona V1000. "It's been a long and hard road - six years, actually. We've been here five other times without winning," said an elated Britten. "We're thrilled to win Daytona and get a victory in the U.S. We won the twins race at Assen, which is the main twins race in Europe. Now we've won Daytona, which is the main race here. This (winning) is all part of establishing yourself as a credible designer."

When asked how much one of his hand-built machines would cost when they come into production, Britten chuckled and replied, "Only about $75,000."

"Andrew goes very well on the Britten, and Pablo Real is very fast on his Ducati, so I'm quite pleased with my finish," said third-placed Ienatsch. "I have to thank the Bimota factory for allowing me this wonderful opportunity to ride such a machine."

Jerry Wood, of J. Wood and Company Vintage Bike Auction fame, romped home the winner of the Formula 1 class aboard a Ducati 888. "That was great fun," said Wood, before adding, "I have to thank my wife for buying me this bike!"

Malcolme Tunstall and Jeff Reeves made it a Ducati sweep of the class by

Sound of Singles

Carter whips 'em all, "Single" handedly

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FLORIDA, MARCH 7

Alan Carter appears friendly enough, but after watching him decimate the entire Sound of Singles field during round two of the AHRMA Historic Cup road Race Series, one might suspect that the stout Englishman is a bit of a bully. Not content to simply win the Senior Singles class - open to four-strokes up to 601cc - Carter entered the Open Singles class as well and raced home the victor in both classes with one fell swoop.

How, you ask?

With time constraints to abide by, both classes were run on the track at the same time. The faster Open Singles class left the starting grid in the first wave, while the Senior Singles class left a few moments later. Along with international

journalist Alan Cathcart and Robert Tapscott, Carter wished to be scored in both classes. AHRMA officials allowed the three racers to compete in both classes simultaneously, if they started the race with the second row. Remarkably, Carter left behind the Senior Singles class and blitzed through the Open Singles field with relative ease aboard his '94 Ducati Supermono. Carter ran down early overall leader Rodney Fee, and after a game of cat and mouse, scored the wins in both classes with a extra-fast trip around the speedway on the final lap.

"That was fantastic, I felt great," said Carter, a former Grand Prix competitor. "This is the first time that I've ever won a race at Daytona. I love the place."

Twenty-five entries filled the starting grid at the start of the 15-lap Sound of Singles race - eight in the Open Singles class, and 18 in the Senior division. Rodney Fee got the jump on row one aboard his factory Wood-Rotax 620, and looked to be the man to beat as he quickly established a substantial lead over his competitors. Lex Van Dijk did his best to stay with Fee, but the diminutive rider was too quick.

Double-class entrants Carter and Cathcart assumed control of the Senior Singles class from the get-go, and were quickly slicing their way through the Open Singles class. Heinrich Boje ran strong in the early stages of the race, but dropped out of contention in the latter stages.

On lap two, Fee enjoyed a three second lead over Ducati-mounted Nardiucci Adrian, but Carter and Cathcart had made tremendous progress and ran in third and fourth, respectively. The faster of the two, Carter was by Adrian with relative ease, while Cathcart had a bit tougher time and lost touch with Carter.

Once into second, Carter slowly but surely began to reel in Fee, and closed to his tailpiece by lap six. Carter made the pass for the lead on that lap, and immediately pulled out a 10-bikelength lead.

But just when all looked said and done, Fee pulled out the stops and caught up to the leader. Though he did all he could to repass Carter for the lead, Fee eventually found himself once again a considerable distance behind the winner at the finish. Cathcart came home third overall and third in Open Singles; second in Senior Singles. Van Dijk held on to a distant fourth in the Open class, after Adrian slowed with an apparent mechanical problem, while Russ Mattson rode home third in the Senior class. Though Tapscott wasn't able to weave through the Open class as deftly as Carter and Cathcart, he scored fifth in the Open division and eighth in the Senior class.

"I had a bit on reserve," said Carter, referring to the game of cat and mouse that he played with Fee. "I was much faster than him in the infield, but his bike was a rocket on the straightaways. The Ducati was a dog in comparison - it didn't have anything on the banking."

"I knew Carter was coming," said Fee, who enjoyed the benefit of Ron Wood in his corner. "I put my head down and tried to stay ahead. I did all I could." CN

Results

SENIOR SINGLES: 1. Alan Carter (Duc); 2. Alan Cathcart (Duc); 3. Russ Matheson (W-R); 4. Erich Frahm (ATK); 5. Marcus Field; 6. Jim Hunter (Duc); 7. Donald Gates (Hon); 8. Robert Tapscott (H-D); 9. Sean Dwyer; 10. Paul Snoddy (Hon); 11. Chris Vitelli (Duc); 12. Doug Pedrick (Duc); 13. Dan Elders (Yam); 14. Heinrich Boje (Duc); 15. Valter Villa (Duc); 16. Michael Green (Duc); 17. William Alston (Yam); 18. Fred Hopp (Yam); 19. Doug Marchesi (Duc).

OPEN SINGLES: 1. Alan Carter (Duc); 2. Rodney Fee (W-R); 3. Alan Cathcart (Duc); 4. Lex Van Dijk (Yam); 5. Robert Tapscott (H-D); 6. Dave Knapp (C-A); 7. John Pickens (Kaw); 8. Nardiucci Adrian (Duc).

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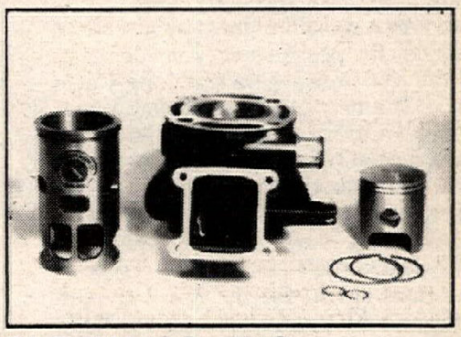

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Round 1: Florida Motorsports Complex

(Left) The AA class heads into the first turn, with Steve Hatch (211) leading the way. (Below) Overall winner Guy Cooper (136) chases defending champion Fred Andrews, who was held to third by brake problems.

Cooper cool in off-road "debut"

By Davey Coombs

OCALA, FL, MAR. 10

In a meeting of one of the most competitive off-road fields in recent history, Team Suzuki's Guy Cooper emerged victorious in the opening round of the Grand National Cross Country Series in central Florida. Riding a Suzuki RMX250, the former 125cc National MX Champion won a four-way battle with defending National Hare Scrambles Champion Scott Summers, defending GNCC Champion Fred Andrews and Team Green off-road star Ty Davis. Though he has participated in other off-road events in the past, Cooper, 32, was making his official debut as a Suzuki off-road team member, and this marked the first major win of his budding off-road career.

"It (the race) was everything I imagined it would be," said the American Suzuki/FMF/Moose/Dunlop/Galfer/Bel-Ray/Uni/Pro-Taper/UFO/Sidi/Arai/W.E.R./Scott-backed Cooper. "Everyone said that these guys go pretty fast for two hours and then pin it for the last two laps or so, but that was my race speed all day long. I was going for it the entire time. I'm just beat right now."

Cooper edged Summers by just a few seconds after nearly three hours of racing on the dynamic seven-mile long Ocala track. The two put themselves in contention for the overall win after Andrews lost his front brake with two laps to go, and Davis destroyed a rear hub with just three miles to go. Both Andrews and Davis were leading the entire field of 272 riders when their misfortunes occurred. The final sprint for the win between Cooper and Summers saw the lead change hands at least three times before Cooper broke from the woods first and into the final motocross section. Andrews held on to a close third, while Davis had no choice but to drop out of the race.

Rounding out the top five overall were Suzuki's Steve Hatch and Team Mirage's Thomas Norton, who was piloting a Kawasaki KX125. Doug Blackwell, Kawasaki legend Larry Roeseler, five-time National Enduro Champion Randy Hawkins, Vet class leader Tim Shephard and Team KTM's Kelby Pepper completed the top 10 in that order.

The Ocala course was designed and managed by Jeff Russell and Tim Coombs of Racer Productions, and featured such challenges as tight woods, a hard-packed motocross track, long stretches of sand whoops and some case-busting lime-rock sections.

The AA field headed the rows of riders. Despite his unfamiliarity with dead-engine starts, Cooper took early control of the race and two things quickly became clear: Cooper was fast, and Cooper was inexperienced.

"I got out front on the first lap and really didn't know what to do or how fast to go," admitted Cooper. "I looked back and saw Fred (Andrews) right behind me, so I waved at him like, 'Okay, let's get it going now.' I didn't go 100 yards before a vine ripped me off my bike."

Early on in this series opener, a conflict that first erupted late last season resurfaced, as Andrews and Summers collided on the first lap. Andrews went inside of Summers in a tight corner and the contact caused both to go down. Summers was the last of the two to recover and the first to point his finger after the race.

"Fred found a good line on the inside that really wasn't on the trail, but it was a legal line," said Summers. "He rammed me with his front tire and took me out. I'm getting a little tired of taking all of this. Maybe it's time to start giving a little back."

Andrews was in control of the race until a problem with his front brakes triggered a chain of bizarre events that would decide the outcome of the race. Andrews overshot a turn entering the motocross track and surrendered the lead to Cooper. Then, after touching both wheels on the second jump of the double, Andrews overshot the following corner. As fate would have it, the defending champ slammed into Summers' mechanic, Fred Bramblett, who was watching his own rider from the outside of the corner. The impact literally knocked Bramblett out of his shoes, but fortunately he was not seriously injured. Andrews soldiered on, his braking problems compounded by a string of banner his rear wheel had picked up.

"I gave it 100%, but things just didn't turn out for me in the end," said Andrews. "I hit a rock or something and lost my front brake, then I went into the banners and that made things worse. I creamed Fred (Bramblett), but it wasn't on purpose or anything. I really hope he's okay."

With Andrews having problems and Davis and Cooper racing together, Summers' late charge went almost unnoticed until he was close enough to make a play for the lead, but Cooper knew he was coming.

"I could hear Scott's bike for the last two laps even though he was a couple hundred yards back," said Cooper, "and I can tell you that's a frightening sound when he starts getting close."

By the time the last lap was underway, Summers was right in the roosts of Cooper and Davis. Then Davis made a move of his own.

"I just hammered down and caught him (Cooper) and he got tired," said Davis. "He was making big mistakes and I could see it in his riding style. I mean, he was crazy from the beginning, but then he looked back and saw me and got really out of control. I mentally had him. I was yelling, 'Cooper! Cooper!' and then I passed him and was, like, gone. I thought, 'Bitchin', I'm going to win.'"

With less than three miles to go, however, Davis' day ended when his rear sprocket came lose and sheared itself off the hub's mounts.

"Davis was right behind me, and on the last lap he started yelling and hollering at me every time we slowed down," said Cooper. "He passed me and was just rippin' down the trail. I didn't know if I could catch him. He probably would have won it had his bike not broken."

With Davis' departure from the race, the battle for the win came down to Cooper and Summers - two riders decidedly different in size, style and background. Regardless, both knew it was time to go for it.

"Scott and I were banging around there at the end," said Cooper of the exciting finale. "Moving Summers off the trail is like trying to move a Pinto out of the way."

(Left) Ty Davis (147) dices with Mark Blackwell. Davis appeared to have the overall win sewed up until his rear hub came apart. (Right) Steve Hatch finished a steady fourth overall. (Below) Doug Dubach asks, "Why me?" after his engine expired late in the race. The former motocrosser also suffered a flat tire and ran out of gas in his off-road debut.

"It was great to hang with Guy Cooper," said a respectful Summers, who finished just a few seconds behind the winner. "He's definitely one of my heroes. Still, I really wanted to beat him. Maybe if the race had ended in the woods and not the motocross track, it would have turned out differently. I'm just glad that I was able to uphold the image of the off-road guys against all these motocrossers. I hope I did my job."

The fastest non-Pro rider in the entire field was 35-year-old Tim Shephard, the winner of the Vet A class and the ninth overall finisher. Philip Carlin ran second in the division and K. Michael Harker scored third in the 16-rider group.

Andrews Racing team rider Todd Morain was the surprise winner in the 15-bike 250cc A class, bettering fellow Yamaha pilot and GNCC regular Brian Keegan by a comfortable distance. Shawn Brell was the winner of the Open A class, while local off-roader Kevin Lorden placed second.

In one of the closest battles of the day, Craig Jones edged living legend Jeff Fredette in the 200cc A class. Jones, 22, beat Fredette, 36, to the checkered flag by just two seconds after nearly three hours of racing. Pennsylvania's Curtis Bardonner was a distant third in the class.

Rodney Judson got the nod in the Four-Stroke A class - and also took 20th overall - aboard a Honda XR250. He was followed closest by Eddy Taylor. The fastest Senior-class rider was Terry Mealer, a 45-year-old Yamaha rider from Georgia. Paul Michels was the runner-up.

In the Super Senior class, long-time cross country racer Harry Greenlee got the better of motocross professor Gary Bailey and 16 other racers with a half a decade behind them. CN

Florida Motorsports Complex
Ocala, Florida
Results: March 10, 1994 (Round 1 of 12)

O/A: 1. Guy Cooper (Suz); 2. Scott Summers (Hon); 3. Fred Andrews (Yam); 4. Steve Hatch (Suz); 5. Thomas Norton (Kaw); 6. Doug Blackwell; 7. Larry Roeseler (Kaw); 8. Randy Hawkins (Suz); 9. Tim Shephard (Yam); 10. Kelby Pepper (KTM); 11. JoJo Keller (Yam); 12. Danny Hamel (Kaw); 13. Craig Jones (Kaw); 14. Jeff Fredette (Kaw); 15. Aaron Hough (Kaw); 16. Todd Morain (Yam); 17. Brian Keegan (Yam); 18. Gene Onail (Kaw); 19. Curtis Bardonner (Yam); 20. Rodney Judson (Hon).

AA: O/A.Guy Cooper (Suz); 1. Scott Summers (Hon); 2. Fred Andrews (Yam); 3. Steve Hatch (Suz); 4. Thomas Norton (Kaw); 5. Doug Blackwell.

OPEN A: 1. Shawn Brell (Yam); 2.Kevin Lorden (KTM); 3. Carl Ennis (Yam); 4. Andy Kendle (KTM); 5. Ken Arnold (Hon).

250 A: 1. Todd Morain (Yam); 2. Brian Keegan (Yam); 3. Gene Onail (Kaw); 4. Bobby Moriarty (Kaw); 5. David Gunn (Yam).

200 A: 1. Craig Jones (Kaw); 2. Jeff Fredette (Kaw); 3. Curtis Bardonner (Yam); 4. Allen Scott (KTM); 5. Phillip Lemere Jr. (Hon).

4-STRK A: 1. Rodney Judson (Hon); 2. Eddy Taylor (Kaw); 3. Daryl Gaitan (Hon); 4. David Black (Hon); 5. Barry Hawk Jr. (Hon).

VET A: 1. Tim Shephard (Yam); 2. Philip Carlin (Yam); 3. Michael Harker (Hon); 4. Jeff Murgel (Yam); 5. Kreg Bigelow (Yam).

SR A: 1. Terry Mealer (Yam); 2. Paul Michels (ATK); 3. David Johnson (Yam); 4. Richard Daily (KTM); 5. Mike Reynolds (ATK).

S/SR A: 1. Harry Greenlee (Yam); 2. Gary Bailey (Kaw); 3. Ronald Hawk (Suz); 4. Gerald Cox (Hon); 5. David Henry (Hon).

250 B: 1. Jason Chambers (Hon); 2. Jeff Wingard (Kaw); 3. Todd Davis (Kaw); 4. Scott Marlow (Yam); 5. Ken Faught (Yam).

OPEN B: 1. Elmar Kruza (KTM); 2. Trent Bartolotti (Yam); 3. David Gaitan Jr. (Hon); 4. David Vonhagel (Hus); 5. Adam Karlski (Hon).

200 B: 1. Jared Smith (Kaw); 2. Shawn Belville (Yam); 3. Paul Chaney (Kaw); 4. Joseph Hamor (Yam); 5. Craig Borders (Kaw).

4-STRK B: 1. Barry Barnes (Hon); 2. Timothy Harmon (Hon); 3. Joseph Lukaesko (Hon); 4. Mark Martin (Hon); 5. Billy Gene Chapman (Hon).

VET B: 1. Mark Salapow (Yam); 2. Steve Cooke (Yam); 3. Clark Munger (Hus); 4. Jim Marchant (Kaw); 5. Vince Sucevich (Hon).

SR B: 1. Mickey Dorman (KTM); 2. John Strange (Suz); 3.Richard May (Yam); 4. Larry Bollinger (Yam); 5. Butch Rose (KTM).

VINT: 1. Eddie Lambert (Suz); 2. Gary DiPietro (KTM); 3. James Cameron (BSA); 4. Daniel Beher (Hus); 5. Ray Hofmeister (Hus).

200 C: 1. Greg Fieldhouse (Yam); 2. Kenneth Jones (Hon); 3. Richard Wilson (Kaw); 4. Scott Weidon (Hon); 5. Ronnie Renner (Yam).

250/OPEN C: 1. Terry Long (Yam); 2. Kevin Wright (Suz); 3. William Baise, Jr. (Hon); 4. Ron Branan (Yam); 5. Stephen Ritchie (Hon).

Upcoming Rounds:
Round 2 - Sumpter, SC, March 13
Round 3 - Hurricane Mills, TN, March 27

Briefly...

One rider that stood out in the Ocala field was former Japanese National MX Champion **Steve Martin**, the now-retired pro motocrosser from Florida. Martin took to the track on a 1987 Honda CR250 and wore a JT Racing outfit from the same year. "I'm trying to stay stylish with matching bike and clothes," said Martin, who had not raced for more than two years before the Ocala event. "**JoJo Keller** has been staying at my house this winter and I kind of caught the bug again." Martin competed in the Vet A class, but finished out of the top five. Keller also participated, managing 11th overall in his off-road debut.

Scott Summers tried a Woody Kyle Racing-built Honda XR730 in Monday's open practice session. "I didn't have my race bike with me and I wanted to ride a little on an XR," said Summers, "so I borrowed Leon Rawls' bike and rode around. It's a 730cc XR650L converted-up twist-o-matic! It had too much power at first, but I could get used to it. If you ever raced it, you'd have to cut holes in your visor because it would pull your head back."

Former factory Yamaha MXer **Doug Dubach** was making his cross country debut at Ocala with help from Beach Sports Cycles. Dubach, 30, felt that he could get the holeshot on the dead-engine start if the format were changed slightly. "If they had us straddle the front wheel with our legs, I know I could (get the) holeshot because I holeshot every Corona Grand Prix there ever was," said Dubach. "But that was about 10 years ago!" Dubach admitted to never having worn a back-mounted drinking system before, and also decided against cutting his handlebar width down from 32 inches. A seized engine forced him to drop out of the race.

The day before the Ocala GNCC, Suzuki's **Randy Hawkins** and **Guy Cooper** had an eventful day at the nearby practice track of pro motocrosser **Brian Swink**. Hawkins went over the handlebars while double-jumping his Suzuki RMX250, suffering cuts on his chin and lip and a serious black eye. Cooper had better luck jumping his RMX. In fact, the legendary flyer landed one double jump that even impressed himself. "It's a 60-foot jump with a perfect take-off and a drop-off landing, but in the middle you go through and over all these tree limbs and stuff," said Cooper. "Swink told me that **Jeff Stanton** and **Steve Lamson** were out there the other day and neither of them tried it."

Earlier this year, Cooper had bragged about clearing a 145-foot double on his own practice track in Oklahoma, causing some concern for Suzuki off-road boss **Mike Webb**. "If he doesn't stop that, I'll take the ignition off his bikes - but not before we get some cameras out there!"

National Hare & Hound Champion **Danny Hamel** was on hand, participating in his first-ever National Cross Country. In fact, Hamel mentioned that he had never even raced further east than Oklahoma. The Nevada racer's woods-riding inexperience showed early on; an early scrape with a tree left him without a helmet visor for the better part of two hours. "As a desert racer I always go out and race by myself. Here you always have someone in front of you or behind you pushing and yelling. It was something I've never really experienced before and I had a hard time concentrating out there." Still, Hamel ended up 12th overall in a talent-laden field.

'Gator country belongs to Hopkins

Low-point scorer Joey Hopkins (120) turned the tables on last year's winner Steve Hatch (121). Team Green's Hopkins edged Suzuki's Hatch by one point, 10-11.

(Above) Suzuki's Guy Cooper finished eighth overall riding an RMX250; last year he finished seventh on a DR250S dual sport bike. Cooper was in the hunt for the overall win at this year's event before losing time in a mud hole. (Left)What's the Alligator Enduro without vintage enduro bikes?

By Davey Coombs

FLAGLER, FL, MAR. 10

Team Green rider Joey Hopkins survived a tough course and a competitive field to score top honors in the 43rd Annual Alligator Enduro near Daytona. The 31-year-old Hopkins carded a score of 10, edging Team Suzuki's enduro vice-champion Steve Hatch and five-time National Enduro Champion Randy Hawkins. Honda CRE rider Kevin Hines and Team Kawasaki desert star Ty Davis ran fourth and fifth in the final count.

"I just had a pretty good day, I guess," said the 31-year-old Hopkins, who is backed by Team Green/Silkolene/MSR/Michelin/Sprocket Specialists/Shoei/Acerbis/EBC/Scott/Aiken Motorcycle. "The weather was good and the trail wasn't quite as bad as it was last year, so I really enjoyed myself. The last section was a real killer, maybe 15 miles long. That part was gruesome, but the rest was fine."

The course for the Alligator Enduro measured approximately 65 miles not counting the resets - 32 miles in the first loop and about 33 in the second. The event was organized by the Daytona Dirt Riders and attracted approximately 350 entries.

The trailboss for the enduro was Joe Van Seeters, a member of the club who oversaw the design and marking of the course. Unfortunately, the hard work of the club and its volunteers could not combat the effects of a wet winter. Like last year, the course was wet and rutted throughout, even though the sun was shining brightly and the temperature hovered around the 70-degree mark.

The riders began departing at 9:00 a.m. and disappeared from sight for the better part of the morning. Before entering the second loop, Larry Roeseler, a previous winner of this event, remarked that the trail was "...dryer than I thought it would be. It's pretty rideable because they've been throwing us in and out of the wet stuff. It's been sort of fun."

"Hey, it's time for the second moto, right?" said Guy Cooper as he completely changed his riding gear before the second and final section.

"I'm just having a good time out there trying not to get stuck in the mud," said the 21-year-old Danny Hamel, attending his first Alligator run. "It's not as bad as I thought it would be. In fact, it's kind of fun. I've had no crashes, no problems - just a fun day."

Team KTM's Jeff Russell decided to replace his brake pads between sections.

"I didn't wear them out, but they were getting down there a little," said Russell, who is also backed by Thor/Moose/Arai/Scott. "The second part of the trail might be a little worse and I guess I'd better be ready for it. I'm kind of far back for the AAs and the track is going to be bad."

Indeed, the second part of the trail was the more difficult. The ruts and mud continued but some difficult water crossings were added, much to the dismay of Cooper.

"I drowned out in the water before the seventh check and I lost a lot of time pushing out and putting a plug in," said Cooper."It was my own fault because I didn't follow a good line. I just dropped in and that was it. Mark Johnson told me that in the future I need to pay more attention to where the spectators are standing in places like that."

"I tried to pass somebody in a deep-rutted line and I got stuck in a big hole," said Suzuki boss Mike Webb, a top-10 finisher here last year, who was forced out of the race prematurely. "I had to pin it for about five minutes to get out of that hole and I think I just seized it up. I let it cool down and then started again and the thing locked up. It was the bike Guy used at Ocala and we just had the jetting off today."

When it was all over, Hopkins had dropped a winning score of 10 points, edging Hatch by one.

"The biggest problem I had was probably my own self," said Hopkins. "I

got stuck for a few minutes this morning and that cost me a little time, but I was able to make it up the rest of the day. I stayed on the bike, rode smart and didn't have any problems. That's what it takes for me to do good - I have to have a real good day and everyone else has to have a bad day."

"It was another day of chasing alligators and Jet-Skiing around on my Suzuki," joked the runner-up Hatch. "There was some severe hydro-planing and Jet-Skiing. You had to watch out for the palmetto roots because you couldn't see all day."

Hatch added that his biggest problem was a bike that wouldn't start after taking in too much water.

"Mark Hyde and I pushed it around for about 200 yards before we got it started and that cost me about 25 or 30 seconds. While I was trying to make that up I threw it into a log and bent my brake lever under, so that only made the situation worse."

Hatch is backed by American Suzuki/FMF/Acerbis/Moose/Motion-Pro/Trelleborg/ Power-Bar/RK/Excel/Pro-Taper/Thor/Bieffe/Smith.

"This was the standard Alligator," said Hawkins, who ended up third overall with 13 points dropped. "Tough, wet....wet. It's a shame that they don't have more people to work with to make us have more checks. They could change their placement and maybe make this thing a really grueling race, but I understand how hard it can be to get help at one of these things."

To add to what was for him a frustrating day, Hawkins missed two checks by just three and five seconds.

"Typical Alligator," concurred Russell, who wound up 10th. "Ever since they came over to this new place it's been wet, muddy, terrible. If it didn't rain for a month this place would be just as bad. Big ol' roots, mud, swamps and stuff, It wasn't much fun for me."

"It was a marginal day for me," said Kevin Hines, who finished fourth via 15 points. "I rode conservatively, made a mental error in the morning and just didn't really attack. I'm still getting used to my CRE and this was a tough track to test on. It was dryer than last year but that doesn't mean it was dry by any means."

Finishing out of the top 10, but still with a smile on his face was three-time AMA National Hare & Hound Champion Hamel.

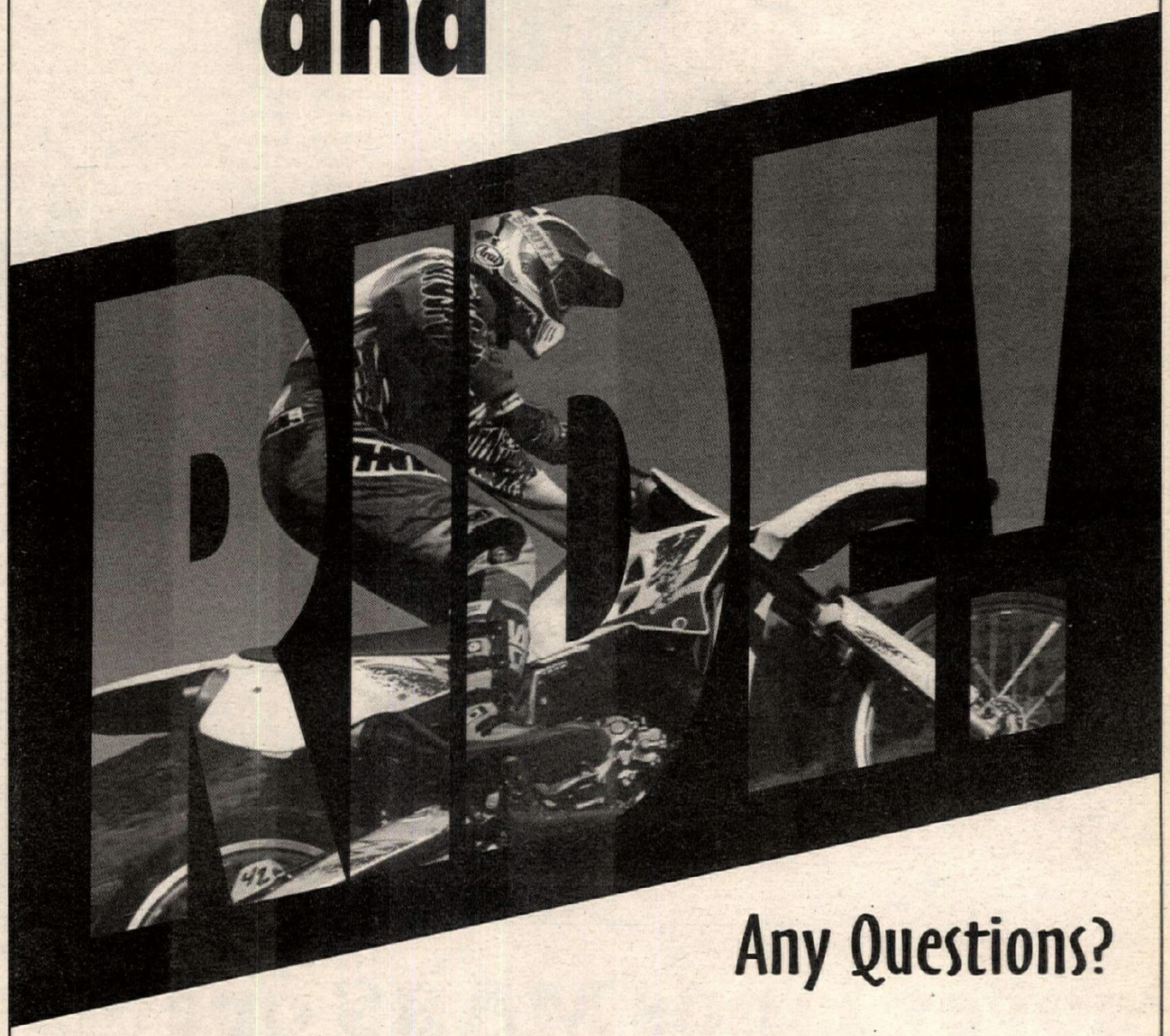
"I had a great time, even though there's a lot of trees, deep sand and mud ruts - and not a rock in sight," laughed Hamel after the enduro. "It was an incredible experience. At the end Larry (Roeseler) and Ty (Davis) came up behind me and passed me and we all just started rippin' through the last section. It was so much fun to ride with those guys."

"I decided to wick it up a little bit in the last section and make it interesting for me and my teammates," said Roeseler, who also finished out of the top 10. "I knew the last section was going to be longer and tougher and it was my only chance to make up for a mistake I made earlier. Considering how wet it was, the club did a good job. They could've checked us in a little better, maybe made it a little harder to gamble, but it wasn't too bad. At least they kept us out of a lot of the bigger swamps." CN

Alligator Enduro
Flagler County, Florida
Results: March 10, 1994

1. Joey Hopkins 10 (Kaw); 2. Steve Hatch 11 (Suz); 3. Randy Hawkins 13 (Suz); 4. Larry Roeseler 14 (Kaw); 5. Ty Davis 15 (Kaw); 6. Kevin Hines 16 (Hon); 7. Kevin Bennett 17 (Hon); 8. Guy Cooper 19 (Suz); 9. Mark Hyde 19 (Suz); 10. Jeff Russell 19 (KTM).

Get Out and RIDE!



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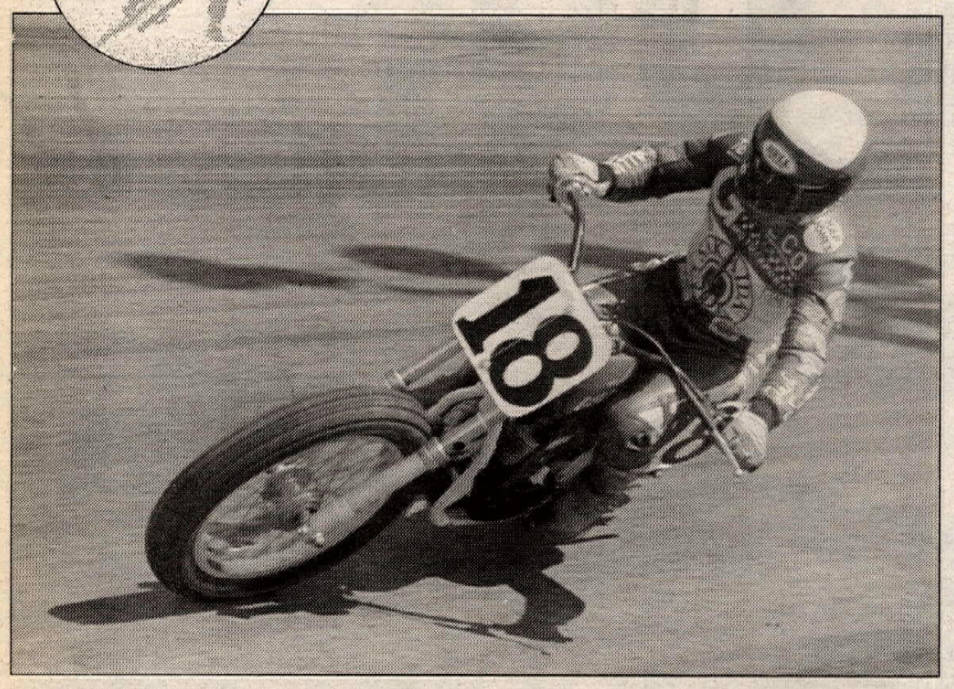
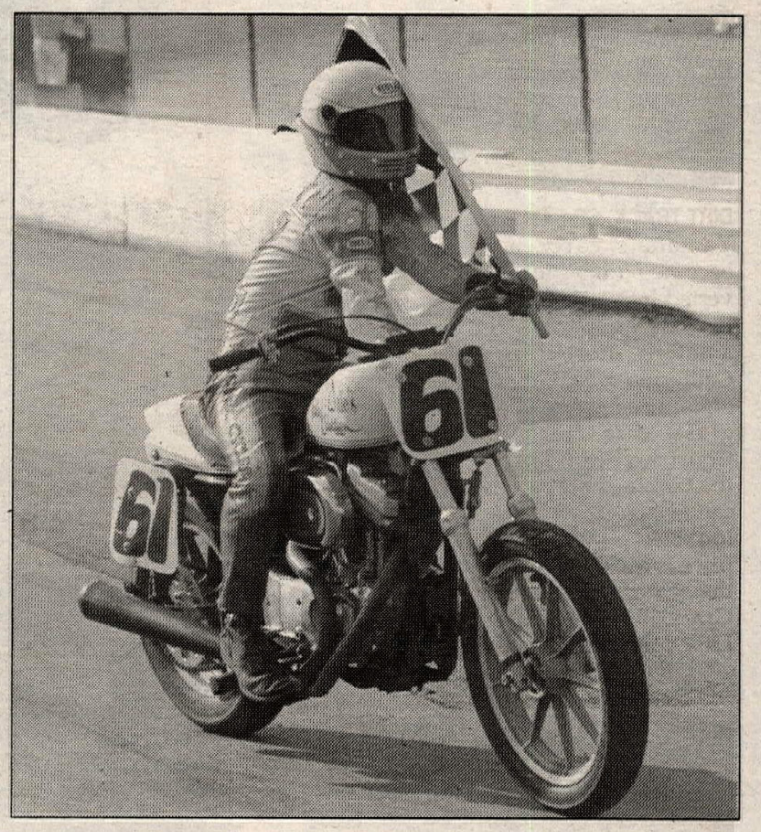
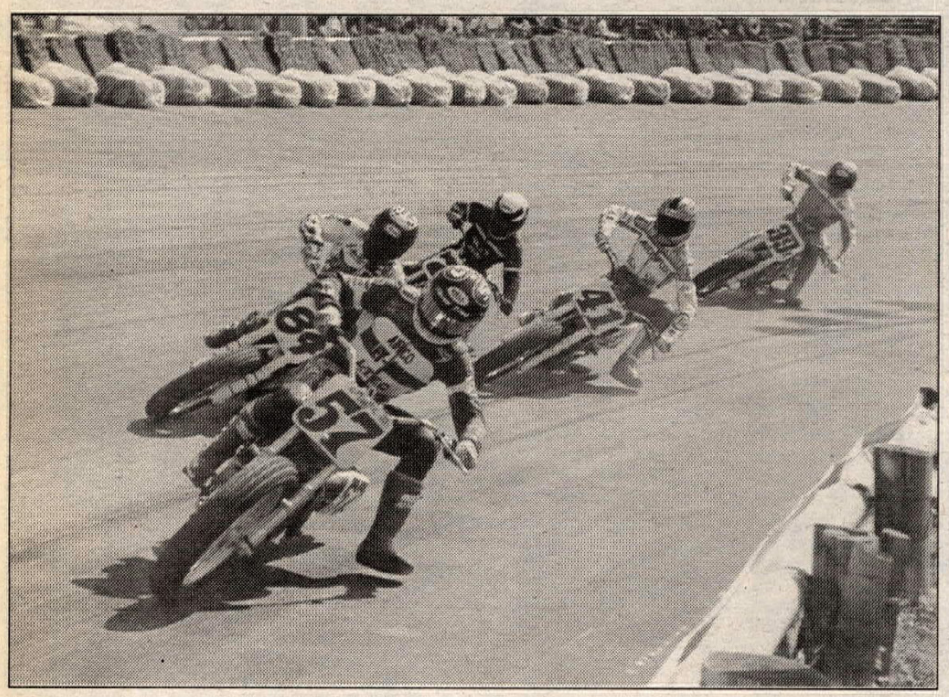
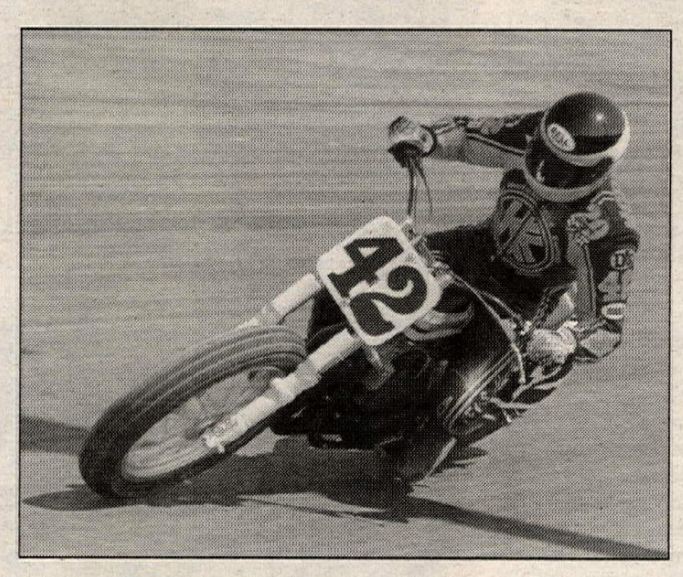
Round 1: Volusia County Speedway





(Left) Terry Poovey easily won the combined 600/750cc feature at the opening round. (Right) James Hart (61) held off a late charge from Geoff Clark to top the 883 main event. (Below left) Rusty Rogers (57) led his heat race from start to finish, then finished fifth in the 600/750 main. (Below right) Steve Morehead led briefly in the 600/750 race, but had to settle for second at the finish





Poovey lands MARS opener

By Dave Hoenig
Photos by Flat Trak Photos

BARBERVILLE, FL, MAR. 6

Terry Poovey dominated the action on the banked half-mile Volusia County Speedway, where the Motorcycle Asphalt Racing Series kicked off in the early going of Daytona's Camel Motorcycle Week. A healthy turnout of spectators greeted the 33 entries in the combined 600/750cc division, as well as the fourteen 883-class competitors.

Giving warning of what was to come, Poovey hustled his USC Cycle/Gilco Racing/Texas H-D-sponsored Rotax to the fast time in time trials, posting an 18.41-second lap. He then won the fastest heat, to sit on the pole for the 16-lap main event. The win didn't come easily, though, as Poovey had to work his way around both Steve Morehead and Rusty Rogers. After holding Morehead off to the finish, Poovey also overcame a post-race teardown, with cc's to spare.

"I just got a better drive out of turn four and was able to drive under them going into one," explained Poovey. "I knew the bike was legal."

James Hart had an unfortunate start to the week when he shelled his Rotax on Saturday night. "I don't know for sure what's wrong, but I know we can't fix it down here," he said.

Hart's day took an upturn when he won the 883 main. He held off a fast-closing Geoff Clark just long enough, after Clark had come from back in the pack to nip at the leader's heels.

Hart sat on the pole for heat one by way of his 19.68-second lap time, but it was Clark who led the pack into turn one. Road racer Richard Koehler moved around both Hart and Clark, then Hart slipped by Clark for second soon after. Koehler and Hart pulled well clear and put on an exciting show. Hart was putting a lot of pressure on Koehler, but couldn't get by.

"The road racers just have such a different line," explained Hart. "They come in high, dive down to the bottom in the middle, then exit real high."

Coming in a distant third was Clark, with Brian Tillson in fourth.

Scott Stump led Don Kruzinski and Jim Sumner away in heat two, but road racer Shorty Wallace worked his way up to challenge the leader. Stump used a combination of dirt track and road racing styles, which was good enough to win the heat. Wallace was a close second, with Kruzinski leading Sumner and Lance Jones home for third.

Kruzinski got the holeshot in the main, with Hart and Stump right behind. Hart quickly took the lead and looked to be pulling away. Kruzinski slipped back into a large pack of riders battling for second. Clark worked his way free from the pack and began to close on Hart, but came up just short at the finish.

Stump was able to hold Koehler off for third, with Wallace lurking just behind in fifth.

The main class of the day was the 600/750cc combined category. Most riders opted to ride their 600cc mounts. As usual, the spectacular Rusty Rogers was aboard his 750, along with Canadian champion Steve Beattie and Geoff Clark. Heat race action was critical, as just two riders would advance from each of the four heats. After that, only the winners of the three semis and last chance qualifier would move on to the main event.

Dave Hebb got the holeshot in heat one, only to have Poovey rocket by. Larry Pegram also moved around, closing on Poovey, but he wasn't able to mount a serious challenge.

Heat two belonged to defending MARS Champion Will Davis. The battle for second appeared to be settled when Andy Tresser took over from Robert Lewis and Geoff Clark, but Tresser stepped off in turn two. He was up and going quickly, but out of contention. Clark came on to take the last transfer over Lewis.

The third heat was all Morehead's, as the veteran ran away from a very tight race for second between Duane Veeder, Brian Tillson and Steve Beattie. Beattie excited the crowd, smoking his XR750 into second. Veeder, Tillson and Willie McCoy dropped off the pace.

Rogers showed why he is a crowd favorite when he led heat four wire to wire. Brett Landes kept him honest and had a ringside seat when Rogers' rear tire let go just as he received the checkered flag. Rogers slid high into turn one, but held on. Ted Taylor and Chance Darling were a distant third and fourth.

The first semi was a very close race, with as many as seven riders going for that one transfer spot. Veeder edged Darling and Greg Sims for the win.

Lewis led the second semi all the way, sending Tillson and Hebb to the last chance qualifier.

Taylor once again put himself in front of the LCQ, but his lead was short-lived. Tillson took over, and Taylor's race came to an end on lap four when he hit the pits with mechanical problems. Tillson held off Sims and McCoy, and was headed to the main.

In the main, Morehead and Rogers led the pack into turn one, only to have Poovey blow by on the start of lap two. From that point, the race was over. Morehead was able to close a little, but never mounted a serious threat. Rogers faded from contention, but Beattie kept the attention of the Harley fans, working his way through the pack to finish a close fourth behind Davis. CN

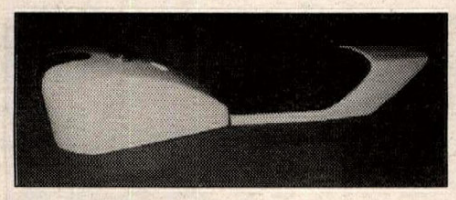
Volusia County Speedway
Barberville, Florida
Results: March 6, 1994

600-750 EX: 1. Terry Poovey (Rtx); 2. Steve Morehead (H-D); 3. Will Davis (Rtx); 4. Steve Beattie (H-D); 5. Rusty Rogers (H-D); 6. Geoff Clark (H-D); 7. Robert Lewis (Rtx); 8. Dave Camlin (Rtx); 9. Brett Landes (Rtx); 10. Duane Veeder (Rtx); 11. Brian Tillson (Rtx); 12. Larry Pegram (Rtx).

883 MAIN: 1. James Hart (H-D); 2. Geoff Clark (H-D); 3. Scott Stump (H-D); 4. Rich Koehler (H-D); 5. Shorty Wallace (H-D); 6. Don Kruzinski (H-D); 7. Joe Winston (H-D); 8. Lee Parker (H-D); 9. Lance Jones (H-D); 10. Brian Tillson (H-D).

Upcoming Rounds:
Round 2 - Myrtle Beach, FL, May 21
Round 3 - Columbus, OH, June 10

NEW PRODUCTS

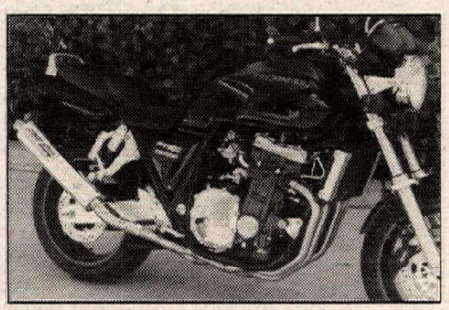


DIRT TRACK, GP-STYLE

Yamaha's early model TT500 has become popular for its ability to be converted into a short tracker with relatively little cash. With the resurgence of amateur short track in the southern California area, Grand Prix Plastics has announced the availability of its **fiberglass dirt track tank and seat.** Constructed of single-layer fiberglass, the tank and seat are easily painted and can give your convert a full-on dirt track look. Available in white only, retail price is $167.50 for the tank and $117 for the seat. For more information contact Grand Prix Plastics, Dept. CN, 2801 Little John Rd., Copperopolis, CA 95228, 209/785-2411.

OSCAR GOLDMAN SPECIAL

From the "Are you serious?" department... Proving that there is no end to the possible uses for the space-age material, Air Tech's **carbon fiber briefcase** is made from the same aerospace grade carbon pre-preg used in the fabrication of stealth fighters and Indy cars. Air Tech manufactures the case in eight different sizes ranging from 9"x12" to 11"x13". The briefcase also features a three-position gravity latch system, a contoured molded handle, and a combination lock. Prices for the briefcase start at $200. For more information contact Air Tech, Dept. CN, 3052 Industry, Suite #109, Oceanside, CA 92054-4858, 619/757-3366.



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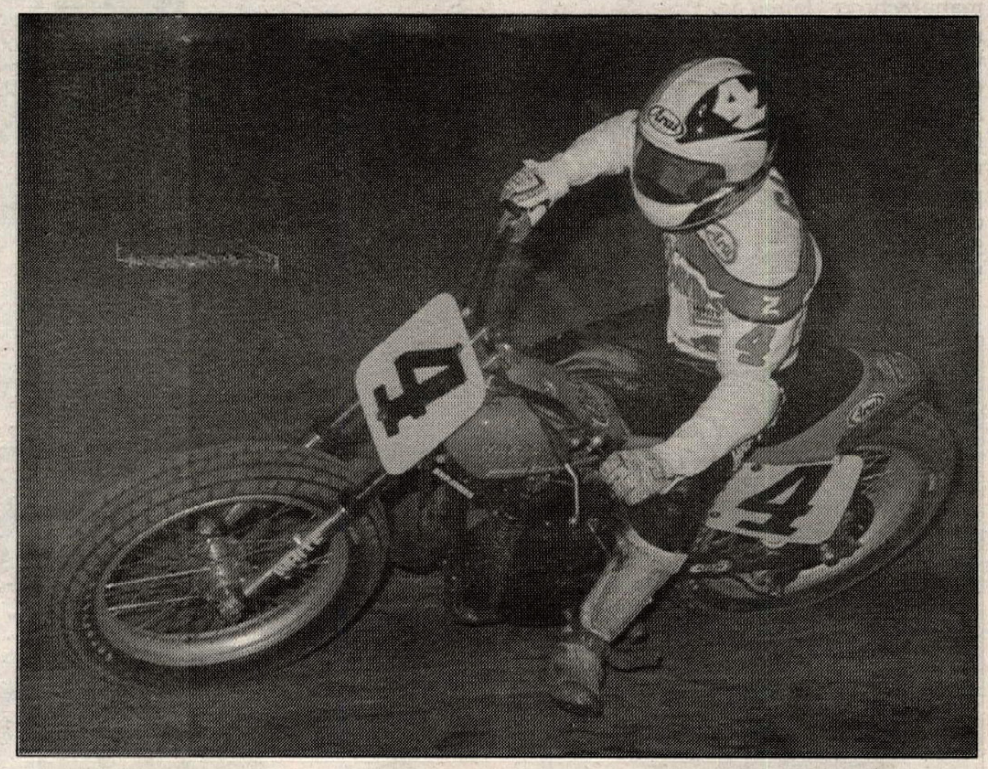
Round 1: Volusia County Speedway

(Left) Steve Morehead aced both the 750 and 600cc Pro class at Valusia County Speedway. (Right) Jason Fletcher finished ninth in the 600cc class but came back to win the 883c division. (Bottom) Surprise entry Chris Carr, the 1992 Grand National Champion, finished fourth in the 750cc class and second in the 600cc bout.



Morehead brilliant on Barberville dirt

By Dave Hoenig

BARBERVILLE, FL, MARCH 5

Steve Morehead kicked off his yearly trip to Daytona for Camel Motorcycle Week in grand style, as he slid to the win on Volusia County Speedway's fast half-mile dirt oval. Morehead, who is celebrating his 20th year of dirt track racing, topped a potent field of racers as he swept both the 600 and 750cc Expert classes.

"It's a really good way to start off the week," said KK/Shepard/F&S H-D/Motion Pro/Bell/Storz/Dragoo/Zoom-sponsored Morehead. "My 750 Harley is really hooking up and Taylor White's 600 - well, all you have to do is show up and ride it."

Over 100 riders filled the evening's professional program, and over 150 amateurs showed up to do battle during the day.

The 750cc class was filled with stars from the AMA Grand National Championship Series; many of the new and old teams were on hand to get in some track time. Larry Pegram and Brett Landes were on hand aboard their Team Undo Hondas, as was Davey Camlin aboard his new Skip Eaken-tuned Harley. Former Grand National Champion Chris Carr was a surprise entry. "I came to race my 600, but we really came to test out the 750," explained Carr. "We have an all-new chassis that we have to get dialed in." Although he joined team M&M Racing late during the '93 season, Ohioan Scott Stump showed up fitter than ever and made his presence felt by winning the first, and fastest, 750cc class heat race.

Will Davis was eliminated in the second 750 heat - he crashed hard and sat out the rest of the evening. "I was trying to pass Carr on the inside, but there was no way, so I tried to go outside real quick. I hit a slick spot and it was all over. I tried to save it, but I high-sided pretty badly."

Morehead went on to win heat two.

Stump got a great jump off the line in the 15-lap main and jetted out to an early lead, but Morehead methodically reeled him in, then slipped by at the halfway point and steadily pulled away.

"I was looking to go under Scott, but he was holding such a tight line that every time I tried to go by him, I got a really bad push," said Morehead. "I had to go high, but there was really more traction out there anyway."

"That was 20 years experience working against me. He just rode right around me," said Stump, after his excellent ride was bettered by Morehead.

The large 600 class had four heats, with wins going to Carr, Morehead, Dave Hebb and Roger Durkee. In the main, Durkee got the holeshot over Hebb and Morehead, but Morehead quickly took over and pulled away. Carr took over second by the halfway point but couldn't close on the fast-disappearing Morehead. Durkee held third until a mysterious engine miss caused him to turn the position over to Hebb. Chris Evans was also able to get by Durkee for fourth. CN

Volusia County Speedway
Barberville, Florida
Results: March 5, 1994

750 PRO: 1. Steve Morehead (H-D); 2. Scott Stump (Hon); 3. Georgie Price (H-D); 4. Chris Carr (H-D); 5. George Roeder (H-D); 6. Brett Landes (Hon); 7. Steve Beattie (H-D); 8. Dave Camlin (H-D); 9. Randy Texter (H-D); 10. Kevin Varnes (H-D); 11. Rusty Rogers (H-D); 12. Larry Pegram (Hon).

600 PRO: 1. Steve Morehead (Rtx); 2. Chris Carr (H-D); 3. Dave Hebb (H-D); 4. Chris Evans (Hon); 5. Roger Durkee (Rtx); 6. Tom Colson (Hon); 7. Brett Landes (Rtx); 8. Will Davis (Rtx); 9. Jason Fletcher (Rtx); 10. Shawn Clark (Rtx); 11. Brian Tillson (H-D); 12. James Hart (W-R).

883 PRO: 1. Jason Fletcher; 2. Rich King; 3. James Hart; 4. Rob Gette; 5. Bill Hofmeister; 6. Jess Roeder; 7. Paul Morgan; 8. Shawn McNary; 9. Recil Hart; 10. James McIlvena; 11. Rick Hutchins; 12. Brian Tillson.

PRO-AM: 1. Paul Morgan (Rtx); 2. Ryan Brown (Rtx); 3. Kirk Wirick; 4. Brian Thomas (Rtx); 5. Recil Hart (Yam); 6. Phil Libhart (Rtx); 7. Brian Newman (Rtx); 8. Bill Wheaton (Rtx); 9. Travis Molesworth (Rtx); 10. Bucky Lorentz (W-R); 11. Chris Hart (Rtx); 12. Tony Kohner (Hon).

85: 1. Jeremy Thompson (Suz); 2. Ben Miller (Yam); 3. Mike Mashewske (Yam); 4. Tyler Smulders (Kaw); 5. Jason DiSalvo (Kaw).

125: 1. Jeremy Thompson (Hon); 2. Keith Fitzgerald (Yam); 3. Nick James (Yam); 4. Kristin Edwards (Yam).

500 A: 1. Jeffrey Randolph (H-D); 2. A.J. Herrera (W-R); 3. Tom Morgan (Bul); 4. John Nickens (Hon).

500 B: 1. Joe Deviaito (Hon); 2. Darren Bedford (Hon); 3. James Strong (Hon); 4. Robert Adams (Yam); 5. Terry Adams (Yam).

250 A: 1. Bryan Bigelow (Yam); 2. Paul Lynch (Hon); 3. Brian Thomas (Hon); 4. Brian Newman (Hon); 5. Garth Bastian (Hon).

SR 30+: 1. John Vanderkooi (Yam); 2. Mark Davidson (Rtx); 3. Dennis Williams (Yam); 4. Ken McConnell (Rtx); 5. Jimmy Myrick (Rtx).

250 B: 1. Shawn Mobley (Hon); 2. Joe Demeato (Yam); 3. Richard Edwards (Suz); 4. Nick Daniels (Yam); 5. Tim Eades (Hon).

505-OPEN: 1. Paul Lynch (Rtx); 2. Jimmy Myrick (Rtx); 3. Garth Bastian (Rtx); 4. Shawn Mobley (Hon); 5. Mike McKee (Suz).

SR 40+: 1. Jim Bauerle (Rtx); 2. Merlyn Wertz (Tri); 3. Bill Snyder (Hon); 4. John Skinner (Tri); 5. Tom Roberts (Hon).

VINT: 1. Arnie Maluke (Nor); 2. Peter Wajda (Tri); 3. Gary Brennen (Tri); 4. Charles Southgate (Tri); 5. Steven Captian (Tri).

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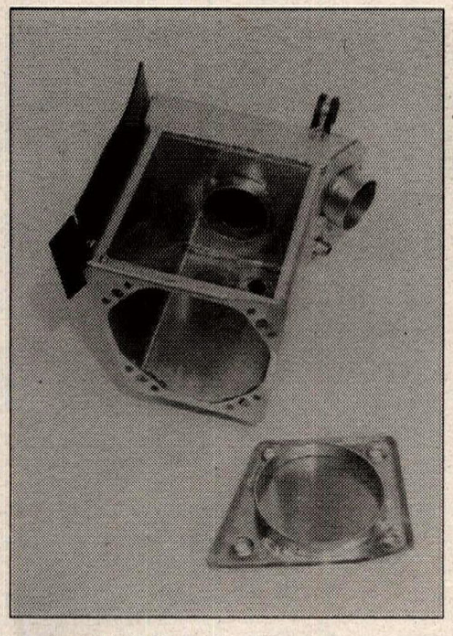

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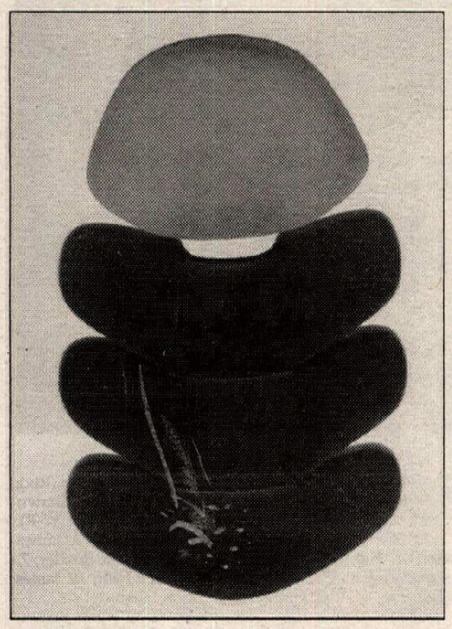

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1993 AMA NATIONAL MOTOCROSS SERIES

'93 Delmont/Binghamton AMA National MX

(#158C) Team Kawasaki's Mike LaRocco, Mike Kiedrowski and Team Honda's Jeff Stanton tried to outmaneuver each other in the AMA National 500cc series rounds at Binghamton, New York. The lead changed constantly as the tope riders jockeyed for the race win and series title.

In an exciting 125cc race, Doug Henry pulled ahead of Honda teammate Jeremy McGrath, as Team Yamaha's defending 125cc champion Jeff Emig struggled to keep Henry and the points lead within reach.

Kiedrowski, Stanton and LaRocco finished the last-ever AMA National 500cc MX season with a spectacular display of racing at Steel City MX in Delmont, Pennsylvania.

Jeff Emig and Doug Henry squared off wheel-to-wheel for the final honors in the long AMA 125cc National MX Series.

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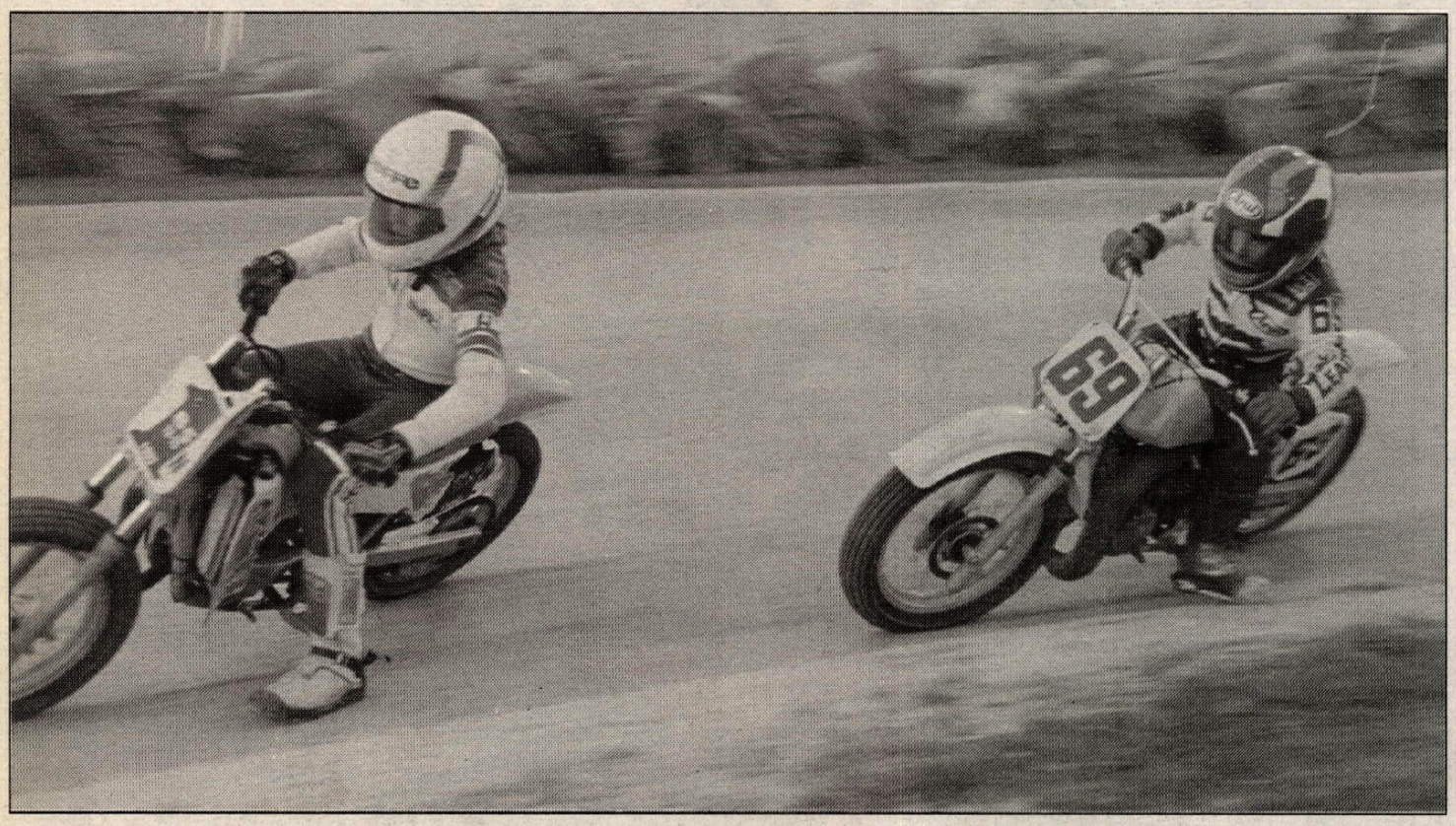
Thompson picks up a sixer



By Dave Hoenig

DAYTONA BEACH, FL, MAR. 6-7

The 5th Annual American Motorcycle Institute-sponsored Southeast Amateur/Youth Championships converged on Daytona's Municipal Stadium for two days of non-stop action, and the big winner was 13-year-old Jeremy Thompson, who rode his Priestly Racing/Applied Business Systems/White Bros./Wiseco/Motion Pro/Maier/Boyesen-sponsored 85cc Suzuki and 125cc Honda to six class wins.

Sunday's action, swelled by the addition of the AHRMA Vintage Nationals, saw the Dave McCarthy Promotions crew handle over 300 entries, with 26 classes that required 53 heats, 11 semis and 26 mains. The last main was run around 11:30 p.m. The vintage nationals bring out the spectators that are normally absent at amateur races, and all agreed that they got their five dollars' worth. Monday's activities were not quite as hectic, with "only" a little over 200 entries. That day of racing was completed well before 10:00 p.m.

This year, the track held up remarkably well. The typical rutting problem was not apparent, as a wide - though sometimes slippery - groove kept everyone on their toes. Even with the wide groove, passing was difficult on the outside of the flat, quarter-mile oval.

Thompson, from Elba, New York, dominated the small-bore classes, his only loss coming at the hands of Tom Skethway, who topped him Sunday in the 125cc class.

Jeffrey Randolph, 14, brought his 500cc Harley and 250cc Yamaha down from Brown City, Michigan, and went undefeated both days, taking convincing wins in the 500cc A and the Open DTX classes.

Paul Lynch topped the Open main both nights. He struggled to a fifth place in Sunday's 250cc A race, but came back Monday to win over Perry Phillips and Sunday's winner Brian Bigelow.

Roger Hayden upheld his family's winning Daytona tradition by capturing three titles. The 10-year-old swept the 65cc races and split wins with Mike Mashewske in the 85cc (7-11) division. Hayden also took two second places to Thompson in the 85cc DTX category.

As has been the trend the last few years, the Senior classes are the fastest growing. There were over 60 entries in the competitive Senior 30+ and Senior 40+ classes. The two days of racing produced four different winners. The 30+ victors were Mark Davidson and John Hildebrand. Bill Snyder and Tommy Sisson split the 40+ class wins. From a spectator's point of view, the Senior classes also provide some of the best racing. Sunday's 30+ group had six riders negotiating the slick quarter mile in search of a win. New England's Hildebrand was able to hold off his competition consisting of Ken McConnell, Jack Touchette, Jimmy Myrick, Curt Snelling and Claude Racine. The 40+ class saw a four-rider duel, with Tennessee's Tommy Sisson coming out on top of Mark Froelich, Bill Snyder and Skip Wertz.

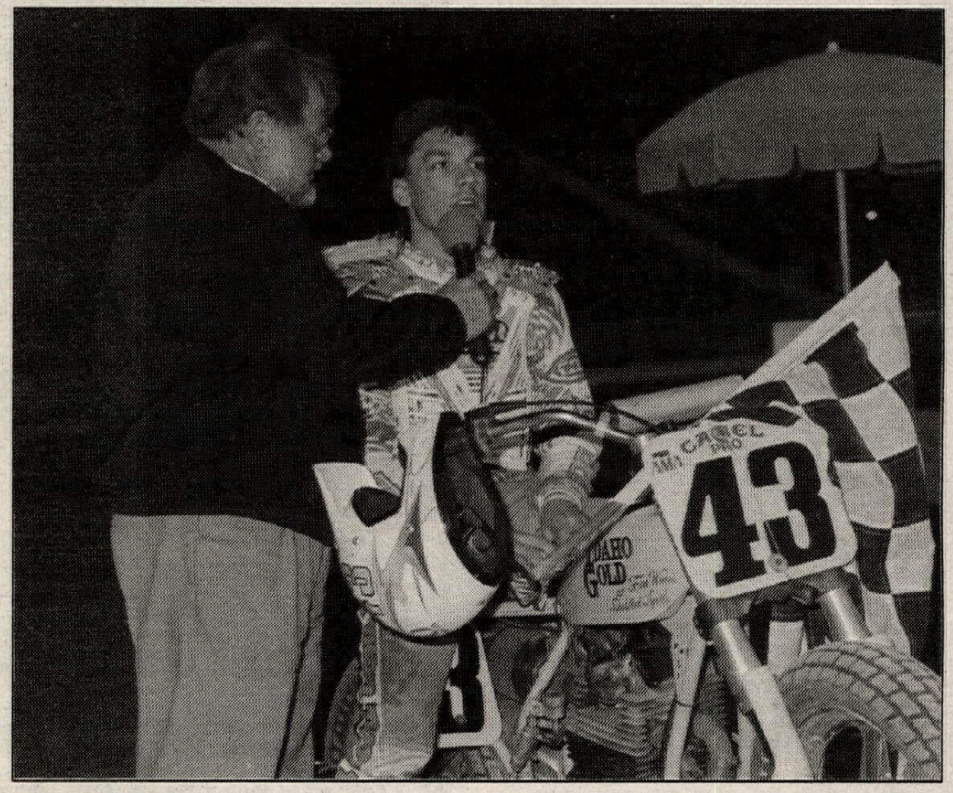
B-class races were held for riders with less experience on the 250 and 500cc machines. Shawn Mobley made the trip from New York worthwhile as he swept both days in the 250cc B classes. Doug Parker and Jason Fuller split the runner-up positions. Californian A.J. Herrera won the Sunday 500cc B main over Florida's Kenny Parker, who came back Monday with a win over Darren Bedord.

Three classes for Pro and Pro-Am riders were also held. The 600cc Pro-Am division averaged over 30 riders each day. Pennsylvania's Todd Winsett, who's had many wins at Daytona as an amateur rider, picked up where he left off by winning the Sunday race over a trio of New Yorkers - Chris Hart, Brian Newman and Bill Wheaton. Monday was for Illinois riders, as three racers from that state finished in the top four. Paul Morgan won and Chris Hart once again took second. Morgan's neighbors - Recil Hart and Brian Thomas - were third and fourth, respectively.

The Expert and 883 classes saw many riders trying to get as much pre-national track time as possible. Roger Durkee was the big gun on Sunday, winning the main over Bill Hofmeister and Shawn Clark. Monday's race was all Joe Kopp's, as he lined up on the groove and then led the race all the way. Closing near the end were Kevin Varnes and Georgie Price.

Minnesota's Bill Hofmeister won the first 883 main over Recil Hart and Eugene Copeland. On Monday, Hart was again second as Georgie Price worked his way around him for the win. Georgie celebrated as only he can, by doing a wheelstand down the back straight on his Sportster. CN

(Left) Jeremy Thompson (1N), here leading Roger Hayden, won six different classes over the two days of racing. (Below) Joe Kopp easily won Monday's Expert race, leading from start to finish. (Bottom) Paul Lynch rode to class victories three times. Over 500 entries did battle on the Daytona track.



AMA Southeast Amateur/Youth C'ship
Daytona Beach, Florida
Results: March 6-7, 1994

SUNDAY

85 DTX: 1. Jeremy Thompson (Suz); 2. Roger Hayden (Yam); 3. Scott Morrison (Kaw); 4. Billy Stillwell (Suz); 5. Mike Mashewske (Yam).

125 DTX: 1. Jeremy Thompson (Hon); 2. Keith Fitzgerald (Yam); 3. Nicholas James (Yam).

250/OPEN DTX: 1. Jeff Randolph (Yam); 2. Bryan Bigelow (Yam); 3. James Strong (Hon); 4. Rusty Eves (Yam); 5. Alan Miles (Hon).

50: 1. Dan Guiseppe; 2. Ben Glisson (Itj); 3. Robert Dell; 4. Bryan Hazel (Yam).

65 (7-11): 1. Roger Hayden (Kaw); 2. Chris Waite (Kaw); 3. James Barber (Hon).

85 (7-11): 1. Mike Mashewske (Yam); 2. Roger Hayden (Yam); 3. Cory Roth (Hon); 4. Scott Morrison (Kaw); 5. Billy Stillwell (Suz).

85: 1. Jeremy Thomspon (Suz); 2. Ben Miller (Yam).

125: 1. Tom Skethway (Hon); 2. Jeremy Thompson (Hon); 3. Tim Eades (Hon); 4. Kristin Edwards (Yam).

250 A: 1. Bryan Bigelow (Yam); 2. Brian Newman (Yam); 3. Perry Phillips (Mai); 4. Garth Bastian (Hon); 5. Paul Lynch (Hon).

250 B: 1. Shawn Mobley (Hon); 2. Doug Parker (Yam); 3. Jason Fuller (Yam); 4. Mike Gurda (Kaw); 5. Nick Daniels (Yam).

500 A: 1. Jeff Randolph (H-D); 2. Ken Mc Connell (Rtx); 3. John Nickels (Hon); 4. Nicky Hayden (Rtx); 5. James Strong (Hon).

500 B: 1. A.J. Herrera (W-R); 2. Kenny Parker (Yam); 3. Mike Lattman (Hon); 4. John Healy (Rtx); 5. Ken Volpe (Hon).

OPEN: 1. Paul Lynch (Rtx); 2. Aaron Scald (Rtx); 3. Garth Bastian (Rtx); 4. Richard Thames (Rtx); 5. Shawn Mobley (Hon).

883: 1. Bill Hofmeister (H-D); 2. Recil Hart (H-D); 3. Eugene Copeland (H-D); 4. James McIlvena (H-D); 5. Rob Gette (H-D).

SR 30+: 1. Mark Davidson (Rtx); 2. Ken McConnell (Rtx); 3. Dennis Williams (Yam); 4. John Hildebrand (Rtx); 5. Jimmy Myrick (Rtx).

SR 40+: 1. Bill Snyder (Hon); 2. Ted Heil (Yam); 3. Gene O'Boyle (Hon); 4. Rocky Watson (Hon); 5. Edd Kells (Rtx).

PRO-AM: 1. Todd Winsett (Rtx); 2. Chris Hart (Rtx); 3. Brian Newman (Hon); 4. Bill Wheaton (Rtx); 5. Recil Hart (Yam).

EX: 1. Roger Durkee (Rtx); 2. Bill Hofmeister (H-D); 3. Shawn Clark (Rtx); 4. Bill Newkirk (Hon); 5. Randall Shank (Rtx).

MONDAY

85 DTX: 1. Jeremy Thompson (Suz); 2. Roger Hayden (Yam); 3. Mike Mashewske (Yam); 4. Scott Morrison (Kaw); 5. Billy Stillwell (Suz).

50: 1. Ben Glisson (Itj); 2. Dan Guiseppe; 3. Bryan Hazel (Yam); 4. Jimmy Buffaloe (Yam).

250/OPEN DTX: 1. Jeff Randolph (Yam); 2. Tim Strong (Hon); 3. Tim Buffaloe (Hus); 4. Nicholas James (Yam); 5. Alan Miles (Hon).

65: 1. Roger Hayden (Kaw); 2. Tyler Smulders (Kaw); 3. Chris Waite (Kaw); 4. James Barber (Hon); 5. Jason DiSalvo (Kaw).

MDRN VINT 250: 1. Mike Barber (Bul).

MDRN VINT 600: 1. Kenny Parker (Yam); 2. Doug Parker (Yam); 3. Don Herron (Bul).

85 (12-15): 1. Jeremy Thompson (Suz).

85 (7-11): 1. Roger Hayden (Yam); 2. Mike Mashewske (Yam); 3. Cory Roth (Hon); 4. Scott Morrison (Kaw); 5. Tyler Smulders (Kaw).

PRO-AM: 1. Paul Morgan (Rtx); 2. Chris Hart (Rtx); 3. Recil Hart (Yam); 4. Brian Thomas (Rtx); 5. Tim Myers (Rtx).

MDRN VINT OPEN: 1. Steve Captain (Tri); 2. Danny Ward (Tri).

125: 1. Jeremy Thompson (Hon); 2. Tom Skethway (Hon); 3. Tim Eades (Hon); 4. Kristin Edwards (Yam).

EX: 1. Joe Kopp (Rtx); 2. Kevin Varnes (Rtx); 3. Georgie Price (H-D); 4. Roger Durkee (Rtx); 5. Jean Bourrett (H-D).

250 A: 1. Paul Lynch (Hon); 2. Perry Phillips (Mai); 3. Bryan Bigelow (Yam); 4. Garth Bastian (Hon); 5. John Nickels (Suz).

250 B: 1. Shawn Mobley (Hon); 2. Jason Fuller (Yam); 3. Joe Demento (Yam); 4. Tim Eades (Hon); 5. Doug Parker (Hon).

500 A: 1. Jeff Randolph (H-D); 2. John Nickels (Hon); 3. Nicky Hayden (Rtx); 4. Ken McConnell (Rtx); 5. James Strong (Hon).

500 B: 1. Kenny Parker (Yam); 2. Darren Bedford (Hon); 3. Mike Lattman (Hon); 4. John Healy (Rtx); 5. Steve Johnson (Yam).

OPEN: 1. Paul Lynch (Rtx); 2. John Nickels (Hon); 3. Danny Walker (Yam); 4. Shawn Mobley (Hon); 5. Mike McKee (Rtx).

883: 1. Georgie Price (H-D); 2. Recil Hart (H-D); 3. Rob Gette (H-D); 4. Shawn McNary (H-D); 5. Don Krusinski (H-D).

SR 30+: 1. John Hildebrand (Rtx); 2. Ken McConnell (Rtx); 3. Jack Touchette (Yam); 4. Jimmy Myrick (Rtx); 5. Curt Snelling (Hon).

SR 40+: 1. Tommy Sisson (Yam); 2. Mark Froelich (Rtx); 3. Bill Snyder (Hon); 4. Merlyn Wertz (Tri); 5. Danny Ward (Bul).

AMA SOUTHEAST AMATEUR/YOUTH DIRT TRACK SERIES FINAL STANDINGS

85 DTX: 1. Jeremy Thompson (40); 2. Roger Lee Hayden (32).

125 DTX: 1. Jeremy Thompson (20); 2. Keith Fitzgerald (16).

250/OPEN DTX: 1. Jeff Randolph (40); 2. James Strong (29).

50: 1. (TIE) Dan Guiseppe/Ben Glisson (36).

65: 1. Roger Hayden (40); 2. Chris Waite (29).

85 (7-11): 1. (TIE) Mike Mashewske/Roger Hayden (36).

85 (12-15): 1. Jeremy Thompson (40); 2. Ben Miller (16).

125: 1. (TIE) Tom Skethway/Jeremy Thompson (36).

250 A: 1. Bryan Bigelow (33); 2. Paul Lynch (30).

250 B: 1. Shawn Mobley (40); 2. Jason Fuller (29).

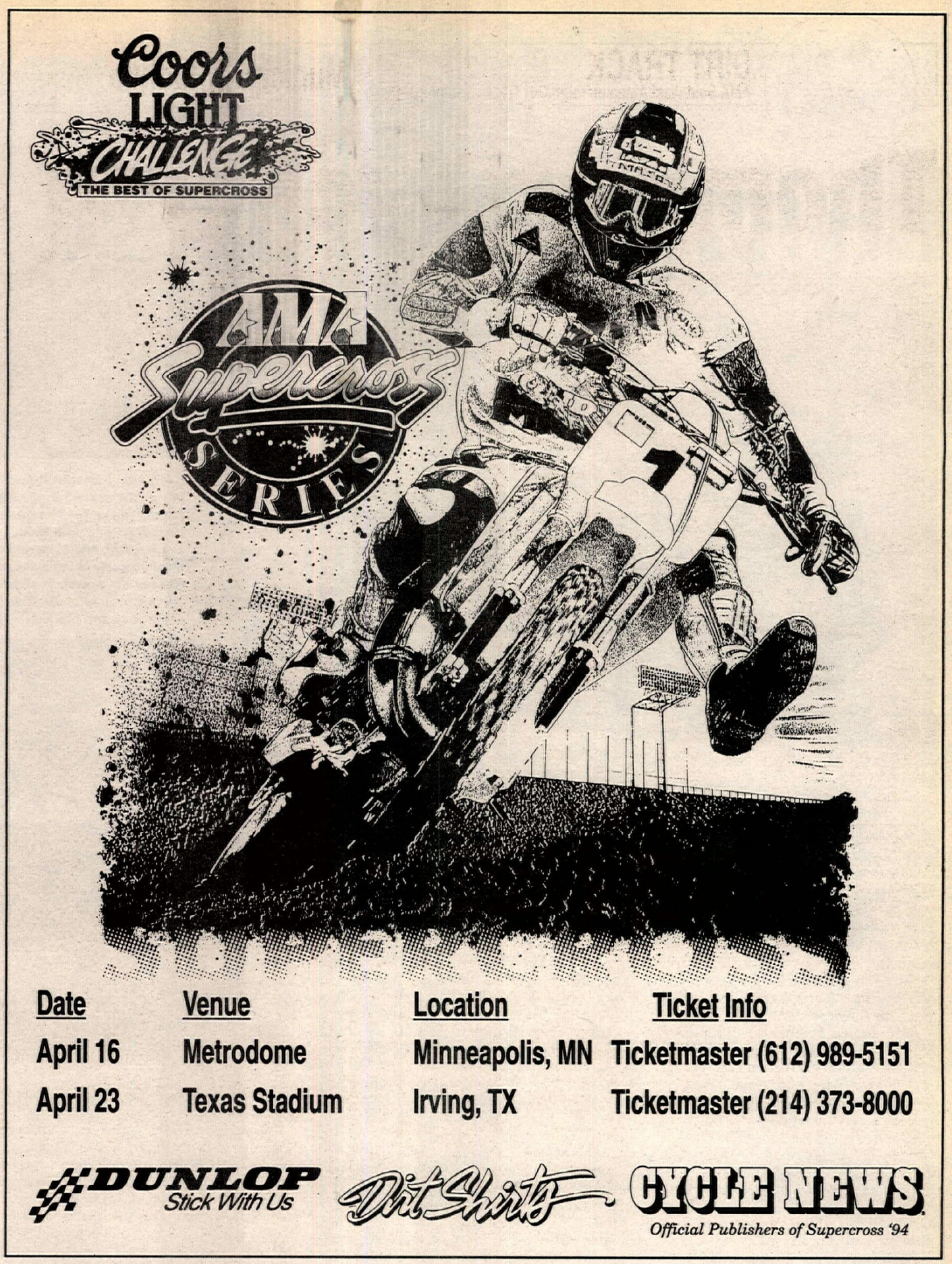
500 A: 1. Jeff Randolph (40); 2. John Nickels (29).

500 B: 1. Kenny Parker (36); 2. Mike Lattman (26).

505/OPEN: 1. Paul Lynch (40); 2. Recil Hart (32).

SR 30+: 1. Ken McConnell (32); 2. John Hildebrand (31).

SR 40+: 1. Bill Snyder (33); 2. Tommy Sisson (23).



Date	Venue	Location	Ticket Info
April 16	Metrodome	Minneapolis, MN	Ticketmaster (612) 989-5151
April 23	Texas Stadium	Irving, TX	Ticketmaster (214) 373-8000

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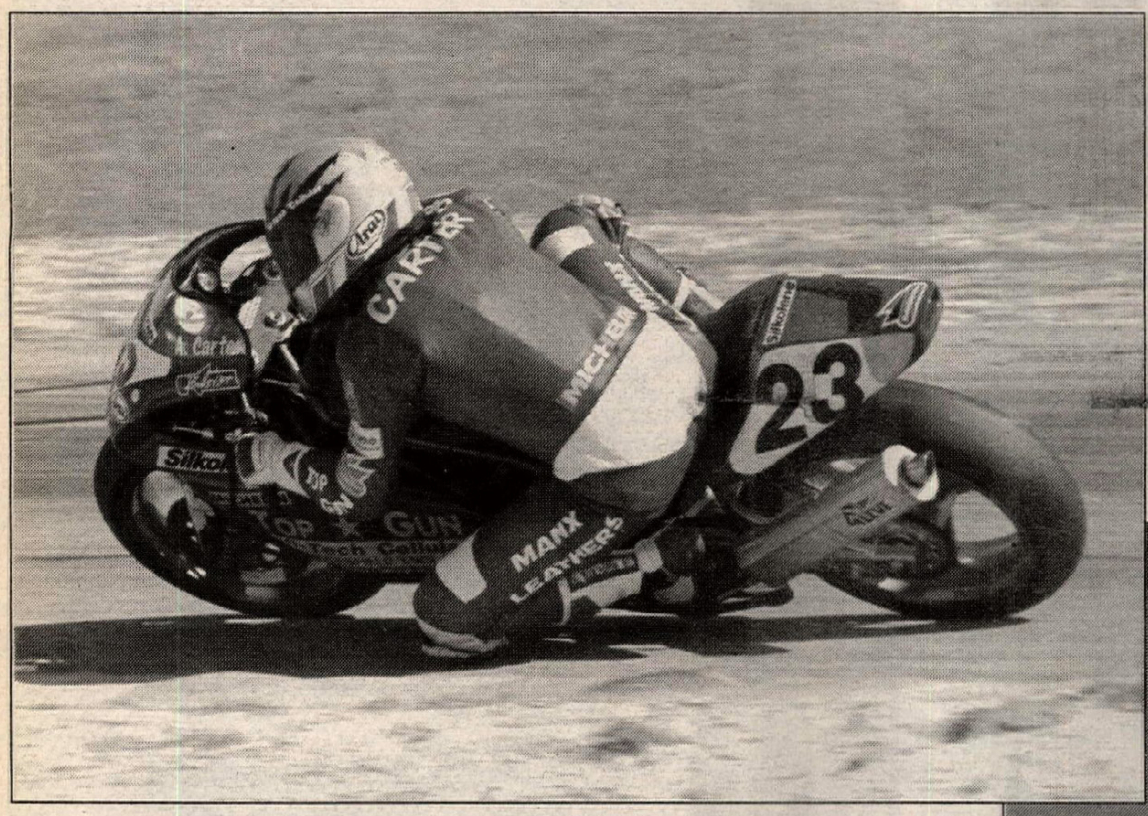
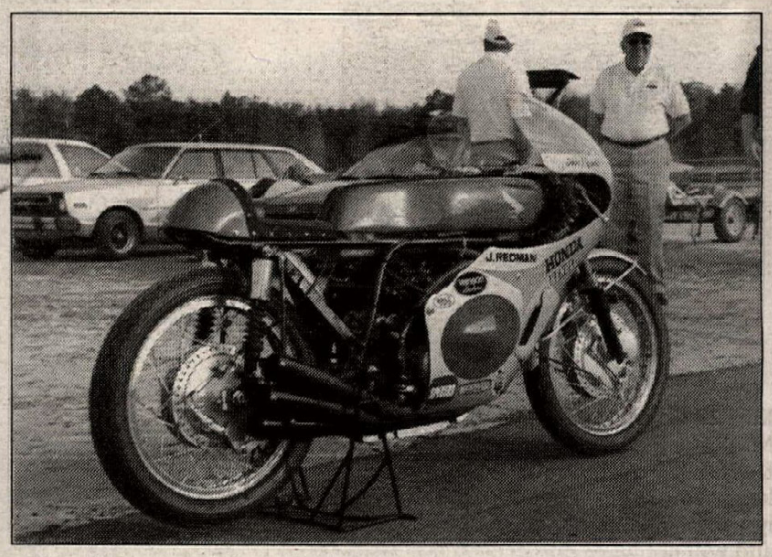
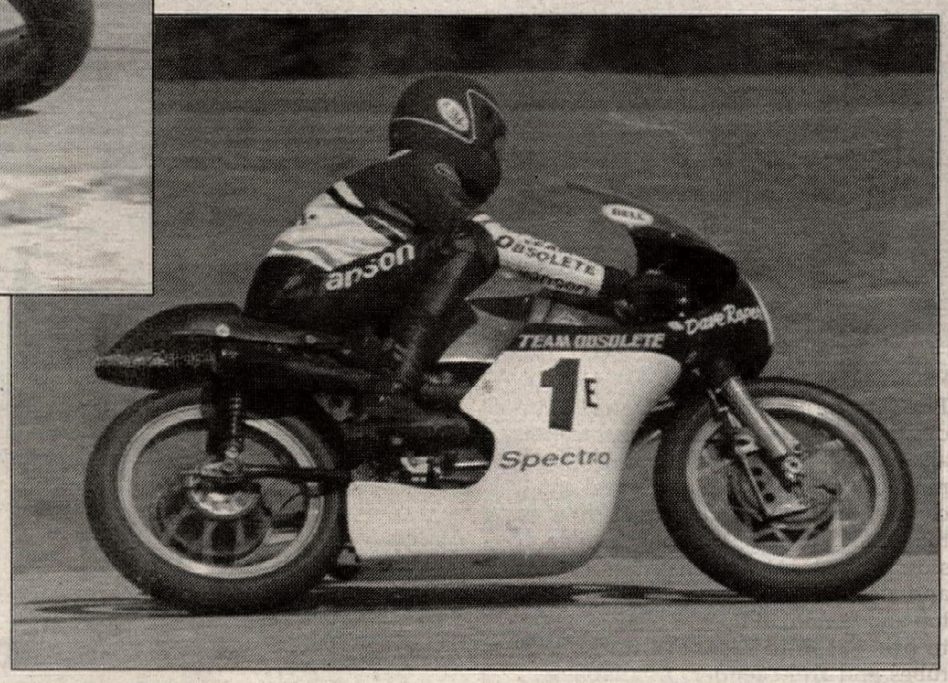
Round 1: Roebling Road

History revisited





(Left) Alan Carter won both the Open and Senior Expert classes on a pair of Ducatis in the Sound of Singles division. (Above) Dave Roper was hoping to compete on this 1964 Honda RC164 in the 350cc GP class at Roebling Road. The 250cc, six-cylinder, four-stroke machine, ridden by Jim Redman and Mike Hailwood in its heyday, was stricken by mechanical problems and wouldn't run long enough for Roper to ride. (Below) Vintage-class racer Roper (1), on a Matchless G50, finished second to Stephen Mathews' G50 in the 500cc Premier class, but Roper came back and topped the 350 GP class aboard an AJS.



By Matt Benson

FAULKVILLE, GA, MAR. 4

It's too bad Roebling Road Raceway is a "non-spectator's" track, because AHRMA's annual pre-Daytona warm-up was full of interesting machines and exciting racing, enjoyed only by the racers themselves, their crews and event workers.

As the opening event in AHRMA's first full season of offering Sound of Singles and Battle of Twins racing alongside the usual array of vintage classes, much attention at Roebling was on the approximately 50 singles and 50 twins mixed in with more than 350 vintage entries. The race's proximity to Daytona attracted an incredible variety of machinery, particularly in SoS, with everything from an ATK to a trio of stunning Ducati Supermonos piloted by internationally known riders.

Englishman Alan Carter, in 1984 the youngest man ever to win a GP, dominated a pair of SoS races on the Top Gun Motorcycles' Supermono, chased gamely both times by British journalist Alan Cathcart. Third in SoS Senior Expert went to the third Supermono, piloted by Germany's Heinrich Boje, while in Open Singles Expert, Rodney Fee's strong third-place finish on a Wood-Rotax showed that the Italians don't have a lock on fast thumpers.

The battling twins were highlighted by Yoshiyuki Sugai on a motorcycle that attracted as much attention as the Supermonos, the Japanese Sundance Harley-Davidson, with its alloy spaceframe and liberal use of carbon fiber. Pete Johnson on a Moto Guzzi LeMans led the first few laps, until the Japanese 250 GP rider got past and opened a bit of cushion. Second went to Ducati-mounted David Robertson, who made a late-race run past Michael Myers and Johnson.

Not all of the twins and singles are big, booming four-strokes. Jonny Andersson and AHRMA small-bike specialist Sven Bley put in a couple of spirited rides on identical little Hondas in two SoS Two-Stroke races, with the Swede, Andersson, narrowly coming out on top.

In vintage racing, the 500 Premier class lived up to its name. Lap one leaders were David Roper on the Team Obsolete Matchless G50, followed by Barber Dairy Products' Stephen Mathews on another G50, English classic racing champion John Cronshaw on TO's ex-works MV Agusta and Pete Johnson on a Drixton Honda.

Cronshaw's ride soon ended, however. According to TO owner Rob Iannucci, the MV had been running rough but suddenly "chimed in," throwing Cronshaw to the ground and banging up one of Iannucci's precious multis. "Riding the MV was a dream," Cronshaw said later. "But when I saw it there on the ground, I hoped I'd wake up before I saw Rob."

The MV wasn't the only exotic TO machine that went down at Roebling Road. During practice, Yvon DuHamel lost the front end of a former factory Ducati 750. "You take your chances racing any machine. You can't get bummed out," Iannucci said.

The race was between Roper and Mathews, with the pair trading the lead repeatedly on the booming singles. Meanwhile, Todd Henning was on the move, eventually pushing his Drixton replica into third. Out in front, it was Mathews hanging onto the lead when it counted most - at the checkered flag.

"That was fun. I hope the rest of the year is like that," said an obviously pleased Mathews.

Another good vintage race was the battle between the Nortons of Stewart Rogers and Norman Nelson. With Blake Wilson and his hand-shifting Indian V-twin watching from the third-place slot, Rogers and Nelson swapped the front position, until Rogers, a British Norton specialist, took over for good with two laps remaining.

Among other winners: Chris LaCruze and his '67 Bultaco 175 took a big 200 Grand Prix victory; Stan Lipert and his Honda CB350 made a late-race run for the lead over the Honda of Russell Foard; Yamaha-mounted Yoshi Kosaka took the win in Formula 250; Michael Green in the 250 GP; Ralph Auer in Sportsman 500; David Roper in 350 GP; John Cronshaw in Classic Sixties; Kurt Mund in F-750; Henning in F-500; and Larry Kirby in the large Sportsman 750 class. CN

Roebling Road
Faulkville, Georgia
Results: March 4, 1994

VINTAGE

200 GP: 1. Chris LaCruze (Bul); 2. Sven Bley (Mai); 3. George DeCamp (Hon); 4. James Kirby (Yam); 5. Mike Kirby (Bri).

250 GP: 1. Michael Green (Duc); 2. Sven Bley (Mai); 3. John Stephens; 4. Doug Pedrick (Duc); 5. Chris LaCruze (Bul).

350 GP: 1. David Roper (AJS); 2. Michael Green (Duc); 3. Mark Baldwin (Aer); 4. Pat Moroney (AJS); 5. Johnny DeMoisey (Tri).

500 PREM: 1. Stephen Mathews (Mat); 2. David Roper (Mat); 3. Todd Henning (Hon); 4. Pete Johnson (Hon); 5. Larry Poons (See-Mat).

F-250: 1. Yoshi Kosaka (Yam); 2. Thomas Keating (Yam); 3. Norbert Nickel (Yam); 4. Henry Syphers (Suz); 5. John Louck (JML-Rok).

F-500: 1. Todd Henning (Yam); 2. Ricky Soles (Yam); 3. George Oieger (Yam); 5. Stephen DeCamp (Hon).

F-750: 1. Kurt Mund (BMW); 2. Kurt Liebmann (Hon); 3. Doug Staddon (Hon); 4. Bruce Allen (Nor); 5. Robert Goodpaster (Nor).

SPTMN 350: 1. Stanley Lipert (Hon); 2. Russell Foard (Hon); 3. Don Fromm (Duc); 4. Frank Smith (Hon); 5. William Sisco (Duc).

SPTMN 500: 1. Ralph Auer (BMW); 2. Ted Hubbard (BSA); 3. Bob Dinneweth (Hon); 4. Tim Stancil (Hon); 5. Jeff Caiazzo (Duc).

SPTMN 750: 1. Larry Kirby (Yam); 2. Randy Bradesku (BMW); 3. Mike Eiland (Yam); 4. C. Stobaugh (Tri); 5. R. Oswald (Tri).

PRE-'40: Virgil Elings (Vel); 2. Ozzie Auer (BMW); 3. Doc Batsleer (Ind); 4. Gordon Menzie (Tri); 5. Beno Rodi (Nor).

CLASS C: 1. Stewart Rogers (Nor); 2. Norman Nelson (Nor); 3. Blake Wilson (Ind); 4. Gordon Menzie (Tri); 5. Clifford Gobell (Nor).

CLASS 60s: 1. John Cronshaw (Mat); 2. Stephen Mathews (Mat); 3. Rusty Lowry (H-D); 4. Norman Nelson (BSA); 5. John Cooper (BSA).

SOUND OF SINGLES

JR EX: 1. Michael Green (Duc); 2. Malcolme Tunstall (Duc).

JR NOV: 1. Earl Minkler (Duc); 2. Rich Fawcett (Hon).

SR EX: 1. Alan Carter (DUC); 2. Alan Cathcart (Duc); 3. Heinrich Boje (Duc); 4. Allen Willis (Wood-Rot); 5. Erich Frahm (ATK).

SR NOV: 1. Chuck Campbell (Yam); 2. Dave Goldstein; 3. Dave Hodge (Rot); 4. Bob Weaver (Yam).

2-STRK L/W EX: 1. Jonny Anderson (Hon); 2. Sven Bley (Hon); 3. Chris LaCruze; 4. Erik Myhre (Hon).

2-STRK H/W EX: 1. Jonny Andersson (Hon); 2. Sven Bley (Hon).

OPEN EX: 1. Alan Carter (Duc); 2. Alan Cathcart (Duc); 3. Rodney Fee (Wood-Rot); 4. Heinrich Boje (Duc); 5. Lex Van Dijk (Yam).

BATTLE OF TWINS

F-1 EX: 1. Jeff Reeves (Duc); 2. Malcolme Tunstall (Duc); 3. Tommy Koch (Duc); 4. David Robertson (Duc); 5. Dave Russell (Bim).

F-2 EX: 1. Yoshiyuki Sugai (H-D); 2. David Robertson (Duc); 3. Michael Myers; 4. Peter Johnson (MG); 5. Randy Bradesku (Kaw).

F-2 NOV: 1. Martyn Harding (Kaw); 2. Mark Mitchell (BMW).

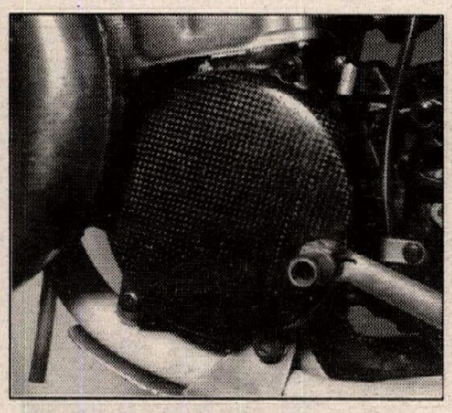
F-3 EX: 1. Pat Conroy (H-D); 2. Bruce Allen (Nor); 3. James McMitty; 4. Robert Goodpaster (Nor); 5. Bob Wilkins (Hon).

F-3 NOV: 1. Martyn Harding (Kaw); 2. Frank Stroman (Kaw); 3. Mark Mitchell (BMW).

2-STR EX: 1. Ricky Soles (Yam); 2. Paul Garland (Yam).

OPEN EX: 1. Stephen Mathews (Duc); 2. William White (Duc); 3. Michael Myers; 4. Albert Charles (Duc); 5. Tommy Koch (Duc).

NEW PRODUCTS



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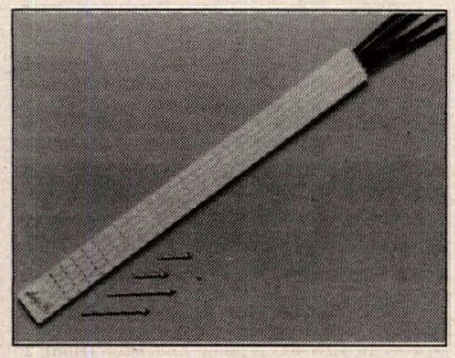

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PRE-ENTRY FORM

DALLAS AMATEUR SUPERCROSS

4/22/94 FRIDAY ONLY
SIGN-UP
Pre-Entered Riders - pick-up packet at registration.
HOURS: 4:00PM - 10:00PM at Race Headquarters.

All Riders and *Mechanics **MUST** come to registration at race headquarters! All Riders under 18 years old must be accompanied by Parent or Guardian!

*Mechanics wishing to purchase an arm band that enables them to go to the line with their riders must come to registration.

Saturday A.M.
April 23, 1994
TEXAS STADIUM

WORLD SPORTS

AMATEUR SUPERCROSS CHAMPIONSHIP SERIES

PRE-ENTRY INFORMATION
There will be **NO POST ENTRIES** accepted!
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Round 1: Florida Motorsports Complex

(Far left) In his vintage racing debut, Guy Cooper easily won the 30+ Expert class, but a mechanical gremlin kept him from winning the Sportsman 500cc Expert division. (Above) Former Grand National Champion Dick Mann grabbed wins in the Premier 500cc and 50+ Expert divisions. (Left) Greg Bastek (41B) and Mike Boggia dice in the 125cc Expert class.

Cooper shows vintage form

By Matt Benson

OCALA, FL, MAR. 5

Guy Cooper made his vintage motocross debut doing what he does best - going fast and winning. Riding a '74 Penton 400 for series sponsor Vintage Iron, the promotocrosser-turned-off-road-racer dominated both 30+ Expert motos. In the Sportsman 500cc Expert class, however, things didn't go as smoothly.

Cooper won the opening 500cc moto, but was left sitting on the line with bike problems as the second race roared away. The Vintage Iron crew scrambled into action, finally getting him going well into the race. Wringing the Penton for all it was worth, Cooper was able to work his way up to 12th place, giving him fifth overall. David Ellis grabbed the overall win by taking 2-1 finishes on his Yamaha YZ360.

The Florida Motorsports Complex played host to more than 350 entries for the opening AHRMA National. Considerable work had gone into making the circuit more vintage-friendly, but the track became hard-packed and rough as the day wore on. Thankfully, there was very little dust under the warm, sunny skies.

Some of the day's closest racing came in the Sportsman 125cc Intermediate class. The first moto of this Honda CR125-dominated division was a battle between John Ziska and William Nazelrod, with Ziska moving to the front about halfway through the race. Nazelrod hung onto the lead for the entire second moto, while Ziska had to work his way past Yamaha-mounted Robert Leimenstoll and Gordon Oresti to an eventual second-place - and second overall - finish.

The 125cc Experts also put on a good show, with Greg Bastek and his Honda working from a bad start into the lead in moto one. The second race was a contest between Bastek and Mike Boggia (who didn't make the results list in the first moto) early in the race. Then, as Boggia opened a gap in the moto's latter stages, a battle for second raged between Bastek and Bob Kuhnsman, with Bastek prevailing at the checkered flag. The defending class champion's 1-2 finishes netted Bastek the overall win.

In Sportsman 500cc Intermediate racing, the first moto went to Suzuki rider Roger Norris, who won the race to the line against Gary DiPietro. Moto two belonged to Yamaha-mounted Bart Hiter, after a tussle with Norris and DiPietro. The overall win, though, was Norris', with 1-2 finishes.

Norris also earned an overall win in the Sportsman 250cc Intermediate B division, and DiPietro took the 40+ Intermediate win. Dick Mann was a double winner, with his beautifully restored Monark thumper, in Premier 500cc Expert and 50+ Expert, making up somewhat for the embarrassment of losing his gas tank in the first Premier 500cc II moto. CN

Florida Motorsports Complex
Ocala, Florida
Results: March 5, 1994

SPTMN 125 EX: 1. Greg Bastek (Hon); 2. Jay Kinder (Hon); 3. Bob Kunhsman (Hon); 4. Mark Klein (Hon); 5. Carl Mabrey (Hon).
SPTMN 125 INT: 1. William Nazelrod (Hon); 2. John Ziska (Hon); 3. Rich Danyus (Hon); 4. Gordon Oresti (Hon); 5. Howard Bennett (Hon).
SPTMN 125 NOV: 1. Wayne Miller (Hon); 2. Steve Nace (Hon); 3. Jason Ezell (Hon); 4. Lisa Powell (Hon).
SPTMN 250 EX: 1. Daniel Field (CZ); 2. Rick Hudson (Hon); 3. Tim Weaver (Bul); 4. Rick Humphreys (Hus); 5. Joseph Brillo (Yam).
SPTMN 250 INT A: 1. Eddy Taylor (Hon); 2. John Ziska (Hon); 3. Lester Cragan (Hon); 4. Dennis Blevins (CZ); 5. Eric Kraft (Mon).
SPTMN 250 INT B: 1. Roger Norris (Suz); 2. Scott Lanier (Hon); 3. Gayland Bennett (Hon); 4. Robert Leimenstoll (Yam); 5. Steve Tidd (Hon).
SPTMN 250 NOV: 1. Anthony Cavazza (KTM); 2. Eric Brillo (Yam); 3. George Nance (CZ); 4. Shawn Wadsworth (Yam); 5. Kevin Gonyou (Yam).
SPTMN 500 EX: 1. David Ellis (Yam); 2. Randal Tarter (KTM); 3. Benny Durrough (Mai); 4. Tim Weaver (Bul); 5. Guy Cooper (Pen).
SPTMN 500 INT: 1. Roger Norris (Suz); 2. Bart Hiter (Yam); 3. Gary DiPietro (KTM); 4. John Lukasek (Mai); 5. Stacey Smith (Mai).
SPTMN 500 NOV: 1. Roland Beck (Yam); 2. Mark Rayborn (Pen); 3. R.Q. Old (Mai); 4. William Sekulich (Mai); 5. Jason Ezell.
SPTMN TWIN EX: 1. Rick Doughty (Ric).
SPTMN TWIN INT: 1. Eric Pritchard (Tri); 2. Dennis Blevins (Tri); 3. Rob Sticker (Ric- Tri).
PREM L/W EX: 1. Steve Tucker (BSA); 2. Robert Ginder Jr. (Gre).
PREM L/W INT: 1. John Astleford (Jaw).
PREM L/W NOV: 1. Harry Higgins (BSA).
PREM L/W II INT: 1. Eric Kraft (Mon); 2. Jay Wilson (AJS); 3. Todd Newell (Oss).
PREM 500 EX: 1. Dick Mann (Mnk); 2. Beno Rodi (BSA).
PREM 500 INT: 1. John Huegel (Ind); 2. Eric Tucker (BSA); 3. Mark WIlliams (Mat).
PREM 500 NOV: 1. Robert Augustine (Eso); 2. Harry Higgins (BSA).
PREM 500 II EX: 1. Steve Tucker (BSA); 2. Hugh Weaver (Bul).
PREM 500 II INT: 1. Roger Ganner (Ri-Tri); 2. David Tucker (BSA); 3. Eric Pritchard (Tri); 4. David Demarest (Duc); 5. Andrew Murray (BSA).
PREM 500 II NOV: 1. George Frankel (BSA).
PREM TWIN EX: 1. Beno Rodi (Nor).
PREM TWIN INT: 1. Mike Smith (Nor).
WMN INT: 1. Lisa Powell (Hon).
30+ EX: 1. Guy Cooper (Pen); 2. David Ellis (Yam); 3. David Clemence (Bul); 4. Benny Durrough (Mai); 5. Rick Hudson (Hon).
30+ INT A: 1. Eddy Taylor (Hon); 2. Blake Wilson (Hon); 3. Gary Poland (Bul); 4.-Neal Whitney (CZ); 5. Perry Nash (Pen).
30+ INT B: 1. Eddie Lambert (Suz); 2. Joe Collins (CZ); 3. Steve Tidd (Hon); 4. Gerritt Haynes (Hon); 5. Mark Sterritt (Mai).
30+ NOV: 1. Tim O'Rourke (Mon); 2. David Light (Bul); 3. Wayne Miller (Hon); 4. Roland Beck (Yam); 5. Craig Corcoran (Gre).
40+ EX: 1. David Clemence (Bul); 2. Phil Hanford (CCM); 3. Mike Brown (Yam); 4. Hugh Weaver (Bul).
40+ INT: 1. Gary DiPietro (KTM); 2. Raymond Weir (CZ); 3. Gayland Bennett (Hus); 4. Randy Pew (Bul); 5. Gary Poland (Bul).
40+ NOV: 1. John Manford (Hon); 2. Steve Simpson (Hon); 3. John James (Pen).
50+ EX: 1. Dick Mann (Mnk); 2. Jean Ramsay (Mai); 3. David Ezell (KTM); 4. Harold Hazel (Hon).
50+ INT: 1. James Hiter (Yam); 2. John Huegel (Ind); 3. Bill Morando (Hus); 4. R.Q. Old (Mai); 5. James Taylor (CZ).
50+ NOV: 1. Ralph Porzelt (Bul); 2. Gerald Nuccio (Mai); 3. Peter Ley (Hon); 4. Robert Augustine (Eso); 5. Jim Cameron (BSA).

Upcoming Rounds
Round 2 - Thunder Mountain, TX, March 19
Round 3 - Muddy Creek, TN, April 16

Breckon up and down

By Matt Benson

DAYTONA BEACH, FL, MAR. 6

For Michigan's Craig Breckon, it was a night of highs and lows. On the down side, he crashed hard enough in the Modern Vintage 600cc race to bring the ambulance over for a look, and he hit the ground in Dinosaur Vintage as well. But in Classic Vintage 500cc OHV/750cc Sidevalve competition, BSA-mounted Breckon wrestled the lead away from Walter Pruitt and then held off a determined Pat Moroney for an edge-of-the-seat win.

A total of 80 entries turned out for the second round of AHRMA's national series, making this one of the biggest vintage dirt track events yet. Mixed in with a large AMA Southeastern regional race at Daytona Municipal Stadium, it was a long day and evening on the slick short track.

Moroney almost didn't make the Classic Vintage final. While getting lined up for the start, the Team Obsolete ex-Dick Mann Matchless G50 broke its chain. A mechanic sprinted for the pits, but didn't get back in time and the race was flagged off. Fortunately for Moroney, a pair of riders fell in the first turn, and the restart gave him enough time to get the chain repaired.

The second start saw Georgia's Pruitt away first, and by lap two Breckon was right behind him, with Moroney a close third. Breckon made the move into the lead on the sixth of 10 laps, and Moroney followed to take over second. On the next lap, the New Yorker made his move on Breckon, but bobbled and lost ground. The pair then entered traffic, and Breckon was able to open a lead that carried him to the checkered flag.

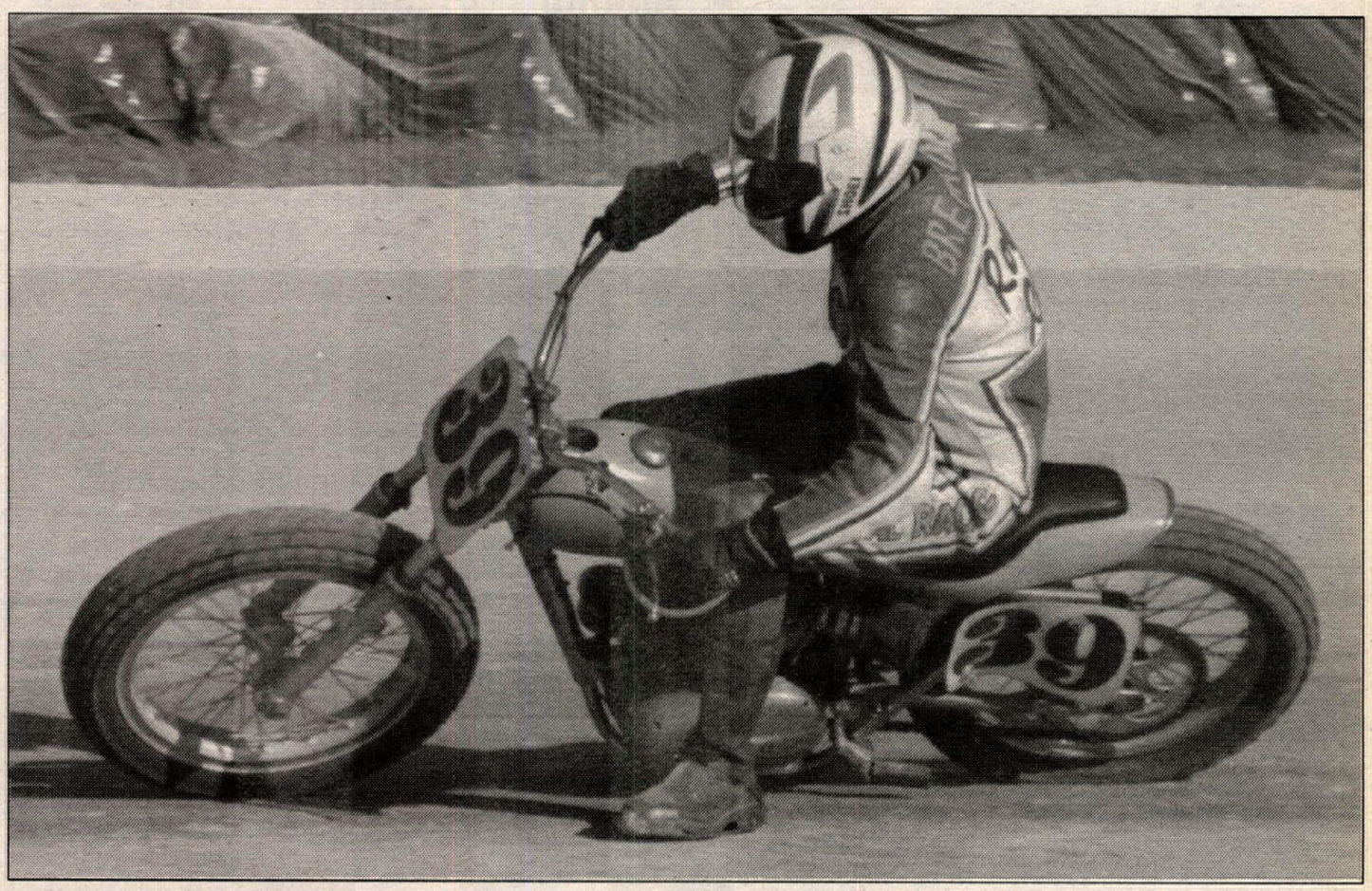
In the pre-1951 Dinosaur Vintage class, Harley-Davidson hand-shift rider George Wills got into the lead on the second lap and managed to avoid the scrap behind him involving Harley-mounted Leo Anthony Jr. and Beno Rodi on a Royal Enfield. Anthony held on for second.

Even though he fell and caused a restart, Bultaco-mounted Chris Baldwin ran off to win the pre-1967 Classic Vintage 250cc race. Getting to the front, however, meant taking the lead away from Ossa rider Steve Nace and Harley-mounted Dan Gedeon, both of whom led at various points.

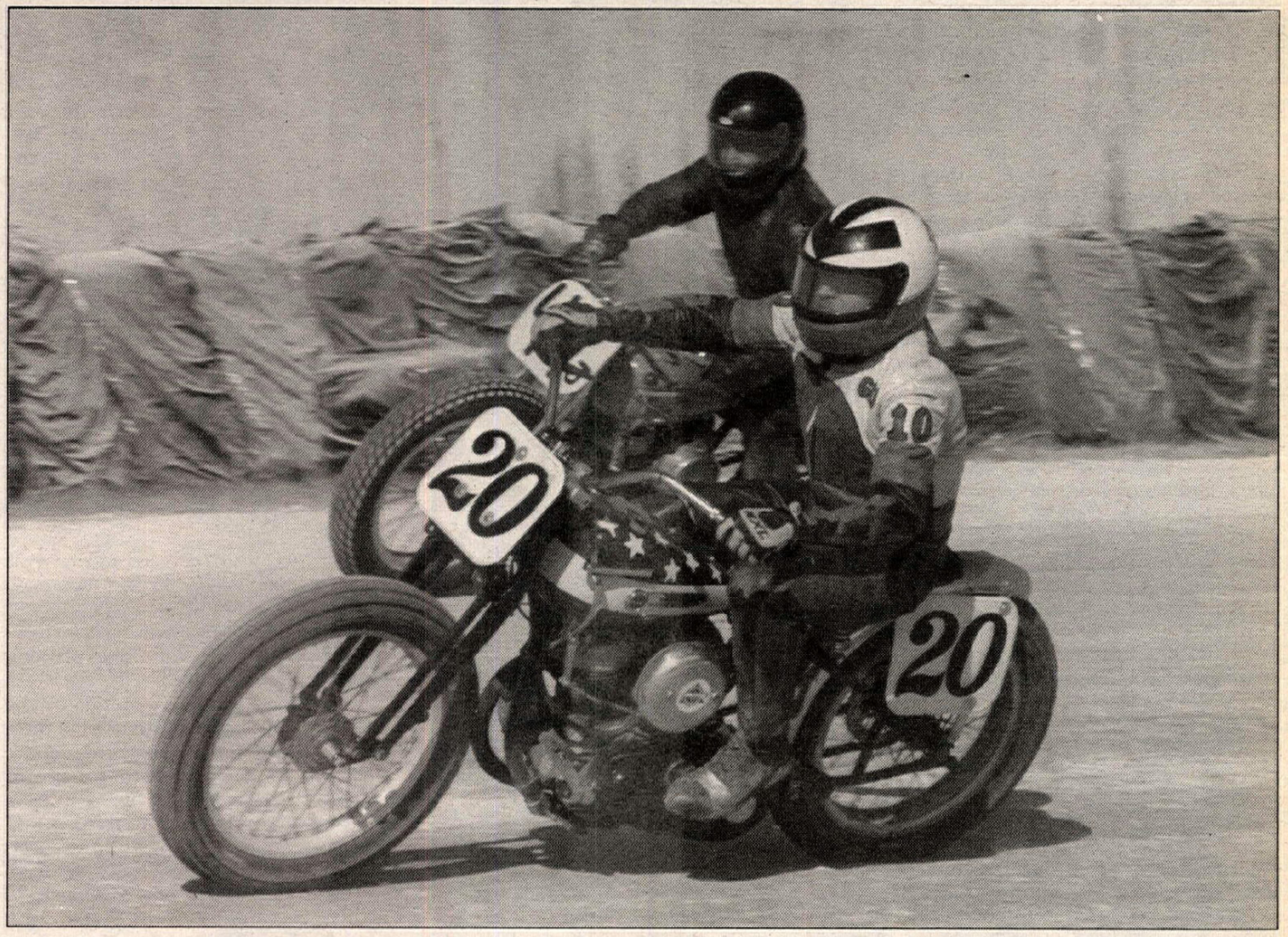
The pre-'74 Modern Vintage 250cc race was red-flagged at three different points, each time with Yamaha pilot John Blackstock leading the way. The race was called after the third flag, giving the win to Blackstock, followed by Ossa-mounted Ricky Soles and Yamaha rider Darrell Bryant.

The Modern Vintage 600cc class belonged to Yamaha-mounted Kenny Parker. Mounted on a Bultaco, Tom Morgan looked like he might pose a serious challenge - until he fell on the last lap and gave second to the Matchless of Moroney.

Riding a big bike on a slippery little track was tricky business, and Triumph rider Merlyn Wertz did it best, taking the lead away from fellow Triumph pilot John Warren near mid-race. Warren tried to move back into the front, but Wertz held steady for the win in the Modern Vintage Open class. CN



(Above) Craig Breckon recovered from a pair of crashes to bring home the win in the combined Classic Vintage 500cc OHV/750cc Sidevalve class. (Below) George Wills (20) rode to victory in the Dinosaur division.



Daytona Municipal Stadium
Daytona, Florida
Results: March 6, 1994

DINO VINT: 1. George Wills (H-D); 2. Leo Anthony Jr. (H-D); 3. Beno Rodi (RE); 4. Leo Jovanovic (H-D); 5. James Hiter (Mat).

CLSC VINT 250: 1. Chris Baldwin (Bul); 2. Dan Gedeon (H-D); 3. Todd MacDonald (Tri); 4. John Daniels (Tri); 5. Steven Nace (Oss).

CLSC VINT 500 OHV/750 SV: 1. Craig Breckon (BSA); 2. Pat Moroney (Mat); 3. Walter Pruitt; 4. John Phillips; 5. Gerald Jessup (BSA).

MDRN VINT 250: 1. John Blackstock (Yam); 2. Ricky Soles (Oss); 3. Darrell Bryant (Yam); 4. Dennis Williams (Bul); 5. Peter Wajda (Hon).

MDRN VINT 600: 1. Kenny Parker (Yam); 2. Pat Moroney (Mat); 3. Douglas Parker (Yam); 4. Gary Brennan (Tri); 5. Craig Breckon (BSA).

MDRN VINT OPEN: 1. Merlyn Wertz (Tri); 2. John Warren (Tri); 3. Arnie Mahnke (Nor); 4. John Skinner (Tri); 5. Steven Captain (Tri).

Upcoming Rounds:
Round 3 - Peoria, IL, July 3
Round 4 - Odessa, MI, July 7

Round 6: Gatorback Cycle Park

(Left) Barry Carsten (40) won both the 125 and 250cc A classes at the "Daytona" Amateur Supercross at Gatorback Cycle Park. (Below) Michael McDonald (126) gave Carsten (40) a run for his money in the two Expert classes. McDonald was the runner-up both times.

Not one, but two wins for Carsten

By Mike and Anne Adair

GAINESVILLE, FL, MAR. 5

Gatorback Cycle Park was a beehive of activity Friday. Not only was the facility host to the sixth round of the AMA Amateur National Supercross Series, it was also the site of the National MX Dunlop Tire Test Day and the Tony D. Suzuki Motocross School, but perhaps the busiest person of all on that day was Suzuki Support/Montgomeryville Cycles-backed rider Barry Carsten.

Carsten, from Bayville, New Jersey, walked away with number-one trophies in both the 125 and 250cc Expert classes at the Worldsports-promoted event, but the trophy earned in the 125cc class was, perhaps, the one he was most proud of. He battled with Michael McDonald throughout the final for a well-deserved victory.

Carsten was the early leader, but was passed by McDonald in a switchback section. McDonald then led the way for a while until Carsten blasted by him in the whoops.

(Above) Kenny Jones (313) led 125cc B class winner Charlie Dunaway (17) in the 125cc (12-15) race. Jones went on to win. (Left) Winner Robert Holstein (111) and Adam Barnett (11) mixed it up during the 50cc Automatic class final.

"He (McDonald) bobbled and gave me the break that I needed to pass him," said Carsten.

Carsten went on to win with McDonald holding on to second over Randall Harris and Shaw Dunkal.

Harris led the early stages of the 250cc Expert final over Carsten, but there was no stopping the Suzuki rider. Once into the lead, Carsten took off and recorded an easy win on his MSR/DG/Sunstar/Dunlop/Scott/Castro/KPS/Pro Spec/N Style/SoCal-sponsored RM250.

Carsten left Harris and McDonald to fight it out over second place, with McDonald eventually getting the nod.

"I came off the tabletop jump and knocked the bike into first gear by mistake," said Harris. "McDonald was on me and took over second."

Harris finished third, ahead of Chad Coon.

Kevin Knight was another double class winner. He powered his California Cycle Bay-backed Honda to victory in both the 25+ and 30+ divisions. Afterwards, Knight said, "My confidence needed a boost and this was a big help today."

Lee McIlvaine challenged Knight in the 25+ class, finishing second, while John Lundy and David Beatty gave Knight a run for his money in the 30+ class. Beatty edged out Lundy for runner-up honors.

In the 35+ class, Ken Frankenberry held off Gary Peak to score the win - but not all was lost for Peak who later came back two win the 40+ division.

Michael Floyd was the early leader in the 125cc final, but he couldn't fend off the challenge of Charlie Dunaway, who eventually passed Floyd and pulled away for the win. Floyd spent the rest of the moto dicing with J.D. Collins, who ultimately slipped by Floyd and crossed the finish line in second, just inches ahead of Floyd.

"J.D. and I race together in our Ohio district," said Dunaway. "It is always a close race, just like today."

Collins came back to win the 250cc B final over Dunaway and 125cc (12-15) class winner Kenny Jones. CN

Gatorback Cycle Park
Gainesville, Florida
Results: March 4, 1994 (Round 6 of 13)

125 EX: 1. Barry Carsten (Suz); 2. Michael McDonald (Suz); 3. Randall Harris (Kaw); 4. Shaw Dunkal (Hon); 5. Christopher Bailey (Kaw).

250 EX: 1. Barry Carsten (Suz); 2. Michael McDonald (Suz); 3. Randall Harris (Kaw); 4. Chad Coon (Hon); 5. Jeff Decker (Suz).

50 AUTO: 1. Robert Holstein (Yam); 2. Zack Lundy (Yam); 3. Adam Barnett (Yam); 4. Michael Patterson (Yam); 5. Bradley Wright (Yam).

65 (7-11): 1. Chaz Northey (Kaw); 2. Jason Bell (Kaw); 4. Jessica Patterson (Kaw); 5. Ian Riddle (Kaw).

85 (7-11): 1. Travis Pastrana (Suz); 2. Ben Riddle (Kaw); 3. Kyle Williams (Kaw); 4. Chaz Northey (Kaw); 5. Chad Albritton (Hon).

85 (12-13): 1. Clinton Shealy (Kaw); 2. Michael Crawford (Yam); 3. Timothy Bantle (Kaw); 4. Clay Robertson (Kaw); 5. Michael Ivanko (Kaw).

85 (14-15): 1. Mark Burkhardt (Hon); 2. Jason Thomas (Kaw); 3. Brent Vandenbroek (Yam); 4. Louis Lively (Yam); 5. David Crawford (Yam).

125 (12-15): 1. Kenneth Jones (Hon); 2. Scott Pinson (Suz); 3. Darren McElhatten (Suz); 4. Jason Thomas (Kaw); 5. Christopher Thomas (Kaw).

25+: 1. Kevin Knight (Hon); 2. Lee McIlvaine (Yam); 3. John Lundy (Hon); 4. Alan Mathrews (Hon); 5. Kirk Jeffries (Kaw).

30+: 1. Kevin Knight (Hon); 2. David Beatty (Hon); 3. John Lundy (Hon); 4. Ken Frankenberry (Hon); 5. Kirk Jeffries (Kaw).

35+: 1. Ken Frankenberry (Hon); 2. Gary Peak (Suz); 3. David Gordon (Hon); 4. Steven Dixon (Yam); 5. Stuart English (Hon).

40+: 1. Gary Peak (Suz); 2. Henry Gref (Hon); 3. Skip Stewart; 4. Paul Oziwanowski (ATK); 5. John Rader (Yam).

125 B: 1. Charlie Dunaway (Kaw); 2. J.D. Collins (Kaw); 3. Michael Floyd (Suz); 4. Roderick Furnell (Kaw); 5. Rodney Scott (Hon).

500 B: 1. David Gordon (Hon).

125 C: 1. Chad Murphy (Suz); 2. Jason Wasdin (Hon); 3. Johnny Barfield (Hon); 4. Martin Grisi (Kaw); 5. James Joiner (Hon).

250 C: 1. Jason Wasdin (Hon); 2. Derrick Januszak (Hon); 4. John Talkington (Kaw); 5. Steve Szynake (KTM).

Upcoming Rounds:
Round 7 - Indianapolis, IN, March 20
Round 8 - Charlotte, NC, March 26

Green wave crests at Gatorback

By Davey Coombs

GAINESVILLE, FL, MAR. 5

On the eve of the 18th Annual Gatorback Nationals, Team Green's amateur motocross juggernaut sent several of its best prospects to Gainesville's Amateur Day activities, and multi-time national motocross champs Ricky Carmichael, Kevin Foley and Kevin Windham led the Kawasaki army to victories in a majority of the classes.

Unlike last year, when the amateurs were forced to compete on an abbreviated course after heavy rain, the entire Gatorback track was used for the day's event. The dynamic course, carved from an old limestone quarry, contained several new jump combinations along with the usual fast turns and straights.

"The track is pretty good today but maybe a little bit on the slick side," said Windham of the harder-packed-than-usual course. "It's really hard and you kind of have to flat-track around the inside of some of these corners, but overall I think it's pretty good."

Baton Rouge, Louisiana's Windham, who just recently turned 16, limited his efforts to the 125cc A class in order to concentrate on Sunday's race, his first-ever 125cc Pro National. Windham won both motos going away for one last confidence-builder.

"I got good starts and rode pretty smooth all day, so I'm happy with how things went," said Windham. "I'm pretty nervous about riding with those pro guys tomorrow, and I don't want to let the pressure get to me."

A pair of Honda riders from Georgia - Dwayne Bone and Tommy Martin - finished second and third overall in the final 125cc A class results.

Another Kawasaki pilot - New Mexico's Travis Hodges - also scored a 1-1 sweep in the 250cc/Open A class at Gatorback. Hodges led Ray Mitchell, the 250cc Intermediate class AMA National Champion, across the checkered flag in the first moto, then came from behind to top Suzuki-mounted Mike McDonald in the second. Because Mitchell faded to fourth in race two and McDonald crashed hard in the first race, Bone earned himself another runner-up prize in expert-level racing. Mitchell finished third overall, with John Kidd Jr. taking home fourth.

"I'm riding three classes today: Schoolboy, Supermini and the 14-15 class," said Carmichael, who has been at the top of the Florida minicycle motocross scene for several years. "It will be a long day, but I hope everything comes out okay and I win them all." Indeed, Carmichael's day turned out just fine with the tiny terror whipping the field convincingly in his two mini classes and finishing second to 125cc rider Robbie Horton in the Schoolboy divisions for young 85 and 125cc riders.

"I thought that I might be able to beat Robbie, but he was just faster than me today," said Carmichael. "We raced together here two weeks ago and I beat him in one moto, but today he beat me both times. Maybe if I hadn't fallen, I might have been able to hold him off." Carmichael was competing on a pumped-up KX80, while Horton was using his KX125 in this class.

Florida's own James Stewart, the '93 51cc National Champ, fell just after the start of the second moto in the 65cc class, but was able to recover from the fall in time to pass his way back into the lead. Stewart claimed the overall win, and was followed by another pair of Floridians - Joshua Faustino and Jeremy McDow.

The 51cc Automatic class was won by Yamaha rider Barrett Smith, also from Florida, and Robert Holstein. Adam Barnett, the son of three-time 125cc National Champion Mark Barnett, completed the top three in the 11-bike class.

One bright spot for Suzuki was Travis Pastrana. The Maryland-born rider has been spending his winter racing in Florida and taking home study to keep up with his school back home. On Saturday Pastrana raced to a pair of 85cc (7-11) wins for the overall in that class, but he faltered in the first moto of the Supermini class, finishing eighth. In the finale, he battled early with the older Carmichael before settling for second.

"I guess I kept Ricky honest for the first two laps, but that was about it," said Pastrana. "After that he sort of pulled away from me. I'm happy to beat everyone else." Still, Pastrana could only manage fourth in the overall tally, as up-and-coming Yamaha pilot Randy Valade and Kawasaki-mounted Jon Simmons finished second and third overall, respectively.

After qualifiers narrowed the large 125cc B field to 43 riders for the final, a bunch of Team Green riders burst into the lead when the combined final moto left the Gatorback starting line. J.D. Collins, Charles Dunaway, Robbie Horton, Jason Sybert and Edward Ray erupted from the gate together to start this battle for early-season bragging rights. The leaders were turning in lap times just a blink slower than those of A-class winner Windham, and when the race finally settled down it was Horton who pulled off the win over Collins and Ray.

In the 32-rider 250cc B class, Sybert posted 1-1 finishes for the win, making up for his fifth-place result in the 125cc B division. Sybert bested J.D. Collins and Dunaway to earn the overall victory.

Foley, a seven-time AMA Amateur National champ, was the obvious favorite going into the day's 25+ and 30+ competitions, and the veteran did not disappoint. Foley, now 31, won his first qualifier in the 55-rider 25+ class, then backed it up with a win in the main event. Chris Craft won the other qualifying heat, but could only muster a seventh-place showing in the main. Second overall honors went to Kevin Knight. Tommy Martin, Robert Handy and Craft rounded out the top five overall.

"This is the first really hot motocross race of the year, and my first one in several weeks," said Foley, who injured his wrist about a month ago. "I was curious how I would feel out there, but everything worked out alright. The wrist is about 80%, so I wasn't really pushing it. I tried to get good starts, ride calm and pick the right lines."

In the 30+ class, Foley came out ahead in a field of 62 riders, in both his heat and the final moto. Fellow Floridian John Lundy was the runner-up, with second-place rides both times out. Canada's David Beatty and Wyndell Kern claimed third and fourth in the results. CN

(Above) Just-turned 16-year-old Kevin Windham (511) easily won both 125cc A motos. The following day he competed in his first Pro race at the Gainesville AMA 125cc National MX, where he posted 12-33 moto finishes. (Below) Mini sensation Ricky Carmichael (167) won the Supermini class and finished second in the 125cc (12-15) division.

Gatorback Cycle Park
Gainesville, Florida
Results: March 5, 1994

125 A: 1. Kevin Windham (Kaw); 2. Dwayne Bone (Hon); 3. Tommy Martin (Hon); 4. Michael York (Hon); 5. John Kidd Jr. (Suz).

125 B: 1. Robbie Horton (Kaw); 2. J.D. Collins (Kaw); 3. Edward Ray (Kaw); 4. Jason Sybert (Kaw); 5. Jarrett Tipping (Suz).

125 C: 1. Ronnie Renner (Yam); 2. Johnny Barfield (Hon); 3. Jacques Kauley (Hon); 4. Jason Wasdin (Hon); 5. Chad Murphy (Suz).

250/500 A: 1. Travis Hodges (Kaw); 2. Dwayne Bone (Hon); 3. Ray Mitchell (KTM); 4. John Kidd Jr. (Suz); 5. David Beatty (Hon).

250 B: 1. Jason Sybert (Kaw); 2. J.D. Collins (Kaw); 3. Charles Dunaway (Kaw); 4. John Lundy (Hon); 5. Jarrett Tipping (Suz).

250 C: 1. Derrick Jonuszyk (Hon); 2. Jason Wasdin (Hon); 3. Tom Weator (Kaw); 4. Jeff Crisafulli (Hon); 5. Doug Villernin (Hon).

OPEN B/C: 1. David Gordon (Hon); 2. Paige Hilliard (KTM); 3. Jim Gooch (Hon); 4. John Lobur (Kaw); 5. Timothy Rose (Hon).

25+: 1. Kevin Foley (Kaw); 2. Kevin Knight (Hon); 3. Tommy Martin (Hon); 4. Robert Handy (Hon); 5. Chris Craft (Yam).

30+: 1. Kevin Foley (Kaw); 2. John Lundy (Hon); 3. David Beatty (Hon); 4. Wyndell Kern (Kaw); 5. Robert Handy (Hon).

35+: Mark Garrison (Yam); 2. Keith Waddell (Hon); 3. Ken Frankenberry (Hon); 4. Steve Dixon (Yam); 5. Tom McShane (Kaw).

40+: 1. Gary Peak (Suz); 2. Woody Strickland (Yam); 3. Dave Curry (Kaw); 4. Kenneth Wheeler (Hon); 5. Dennis Harlan (Yam).

50+: 1. Buzz Povall (Yam); 2. Eugene Goode (Suz); 3. George Singler (Hon); 4. Henry Gref (Hon); 5. Robert Darden (Yam).

51 AUTO: 1. Barrett Smith (Yam); 2. Robert Holstein (Yam); 3. Adam Barnett (Yam); 4. Michael Lozaw (Yam); 5. Zackary Lundy (Yam).

65 (7-11): 1. James Stewart (Kaw); 2. Joshua Faustino (Kaw); 3. Jeremy McDow (Kaw); 4. Jason Bell (Kaw); 5. Chaz Northey (Kaw).

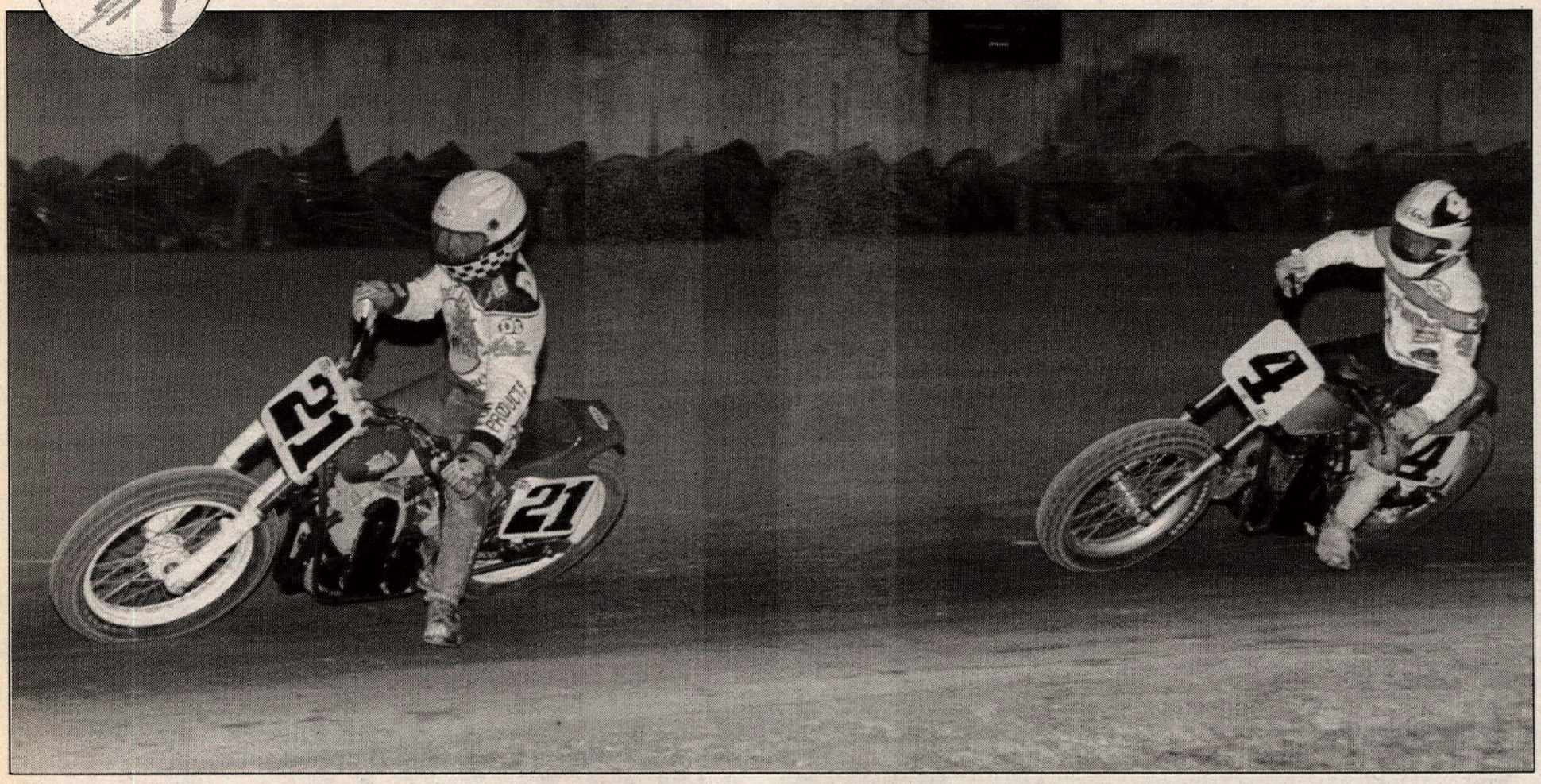
85 (7-11): 1. Travis Pastrana (Suz); 2. Robert Farnell (Yam); 3. Joshua Faustino (Yam); 4. Ben Riddle (Kaw); 5. Kurt Jennison (Suz).

85 (12-13): 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Randy Valade (Yam); 4. Clinton Shealy (Kaw); 5. Timothy Bantle (Kaw).

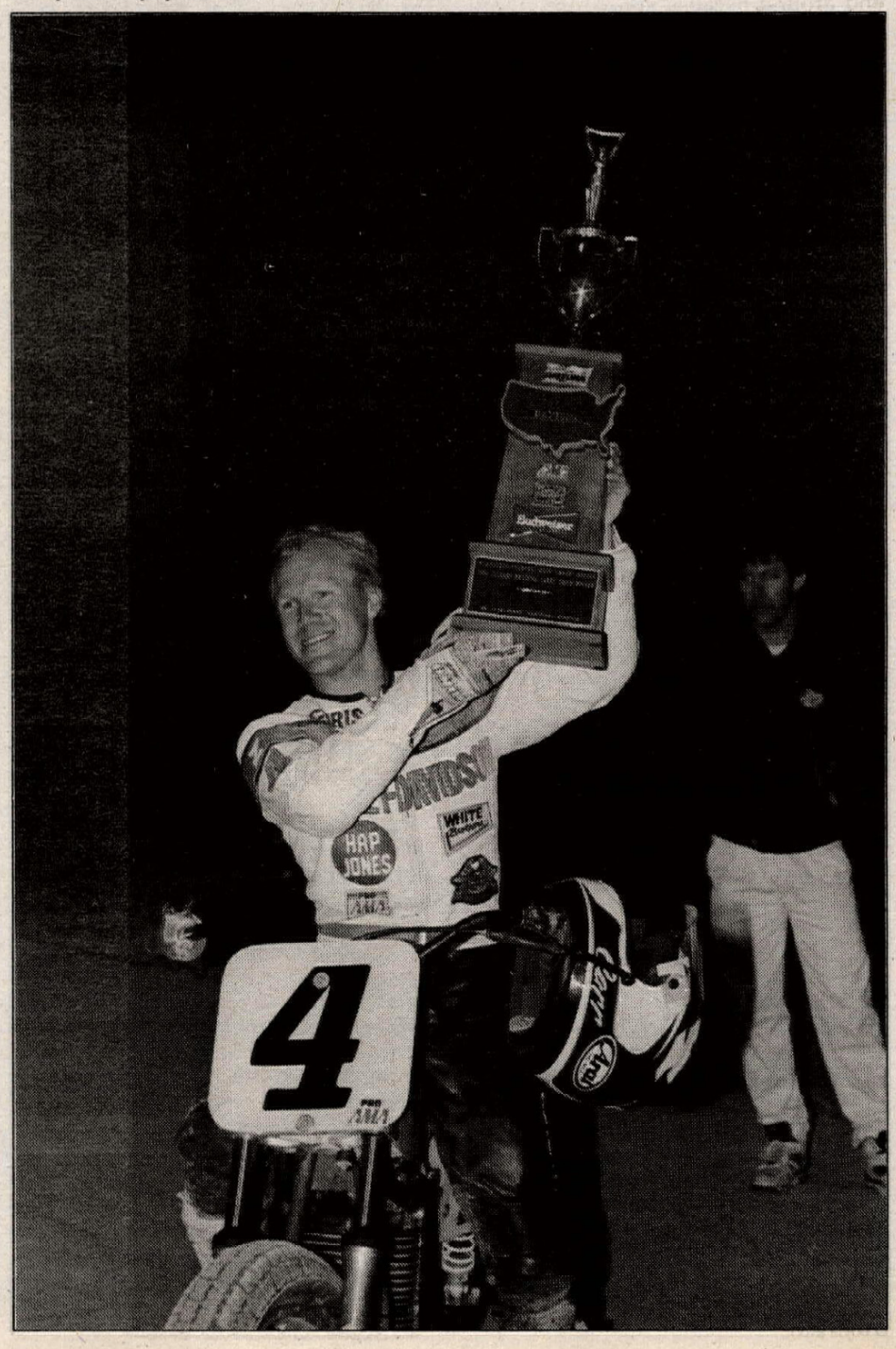
S/MINI: 1. Ricky Carmichael (Kaw); 2. Randy Valade (Yam); 3. Jon Simmons (Kaw); 4. Travis Pastrana (Suz); 5. Aaron Lindsey (Kaw).

125 (12-15): 1. Robbie Horton (Kaw); 2. Ricky Carmichael (Kaw); 3. Kenneth Jones (Hon); 4. Christopher Bailey (Kaw); 5. Darren McElhattan (Suz).

Round 1: Municipal Stadium



(Above) Will Davis (21) led Chris Carr (4) early in the 15-lap main before Carr ran away for the win. Davis ended up second, just ahead of Terry Poovey. (Below) Carr has yet another first-place trophy to add to his 600cc collection.



Carr rules at Daytona Regional ST

By Donn Maeda
Photos by Kinney Jones

DAYTONA BEACH, FL, MARCH 10

Team Harley-Davidson's Chris Carr trounced the field at the AMA Regional Dirt Track Championship Series opener under the lights at Daytona's Municipal Stadium. The former Grand National Champion started the 15-lap main event in second behind Will Davis and waited patiently for a mistake from the early leader before running away with a commanding win. Davis held on for second - barely. A hard-charging Terry Poovey shadowed Davis' every move throughout the latter stages of the race and finished just a few inches behind Davis in third.

Due to a large rider turnout, 18 scratch heats were used to thin the field down to 60 entrants. The scratch heats were delayed, however, after the skies opened up and poured rain on the crushed limestone track. After an extensive wheelpacking session, the scratch heats commenced and opening ceremonies were held at 8:30 p.m., only 30 minutes behind schedule.

Six 10-lap heats were run, with each offering only two direct transfer positions. Racers who didn't make the cut competed in one of four eight-lap semis, from which only the winner of each advanced. As the evening wore on, the once wet and slippery track began to dry out, and a thin blue groove began to form. By the time the 15-lap main event came to the line, traction was abundant.

When the light flashed at the start of the 15-lap main, outside pole-sitter Davis ripped off the line aboard his A&R Racing Rotax and led Carr, Michael Varnes and Poovey through turn one. As the rest of the field packed into turn one, Garvis Honda's Rich King hit the ground.

"I just went in way too hot, way too low," said a disappointed King. "It was a little muddy down there and I just lost both wheels at the same time. That really pissed me off."

Duane Veeder blitzed his way through turn one and managed to sneak past Poovey and Varnes for third. Moments later Varnes slipped wide and allowed Poovey to sneak past for fourth.

Davis and Carr opened up an immediate lead over Veeder and Poovey. On lap two, Davis wheelied as he powered out of turn four, and looked as if he was struggling to keep the front wheel down.

"I knew right from the start that I was in trouble," said Davis. "The track had changed a lot since my heat - it got real abrasive. The bike was hooking up *too* much, and I was actually getting too much traction."

Carr saw Davis struggling, and knew it was just a matter of time. "I saw him fighting to keep the front end down,

then he did that big wheelie and I figured that would break his concentration," said Carr. "I just waited for an opening."

That opening came on the very next lap, as Davis again wheelied coming out of four and was forced to enter turn one a bit wide. Carr dove to the low line and that was all she wrote. Carr slipped past and immediately began to pull away from the struggling Davis.

"Man, I was sitting on the front of my gas tank trying to keep my front wheel down," explained Davis.

After struggling to find a way past Veeder for six full laps, Poovey finally managed to work past the New Yorker as they powered out of turn four on lap seven. "He was tough," said Poovey, "but he was holding me up."

Once past Veeder, Poovey put his head down and began to chip away at the 10- bikelength gap between himself and Davis. Methodically, Poovey inched closer and closer to Davis until he was only a hair behind. From lap nine until the finish, Poovey shadowed Davis' every move, but was unable to find a way past.

At the finish, Carr wheelied past the checkered flag with two seconds to spare over Davis and Poovey. Veeder held on to a respectable fourth, while Steve Morehead, Craig Estelle, Ronnie Jones, Andy Tresser, Varnes and Rodney Farris rounded out the top 10.

"The track dried up a lot," said Carr. "Unlike other races here, tonight you had to really hammer it and slide the ass end around because your front wheel would go off the groove if you didn't. You couldn't pole-putt because there was so much rubber laid down on the groove. Throttle control was very important - if you shut off too much, your front end would wash out." CN

Municipal Stadium
Daytona Beach, Florida
Results: March 10, 1994

HEAT 1: Will Davis (Rtx); 2. Scott Stump (Hon); 3. Scott Buchan (Rtx); 4. Stephen Beattie (Rtx); 5. James Hart (W-R); 6. Geoffrey Clark (Rtx); 7. Chris Wink (Rtx); 8. Curt Snelling (Hon); 9. Andy Tresser (Rtx); 10. Lance Jones (Rtx).

HEAT 2: 1. Terry Poovey (Rtx); 2., Douglas O'Boyle (Rtx); 3. Davey Camlin (Rtx); 4. Dave Hebb (Rtx); 5. Georgie Price (Rtx); 6. Patrick Buchanan (Rtx); 7. Rex Fisher (W-R); 8. Robert Smith (Rtx); 9. Kevin Olliges (ATK); 10. Steve Liberty (Rtx).

HEAT 3: 1. Michael Varnes (W-R); 2. Rich King (Hon); 3. Brett Landes (Rtx); 4. Steve Aseltine (Kaw); 5. Matthew Wait (W-R); 6. Ken Coolbeth (W-R); 7. Robert Lewis (W-R); 8. Bill Hoffmeister (W-R); 9. Jim Sumner (W-R); 10. Willie McCoy (W-R).

HEAT 4: 1. Chris Carr (H-D); 2. Ronnie Jones (Rtx); 3. Kevin Atherton (H-D); 4. Brian Tillson (Rtx); 5. Rodney Farris (Rtx); 6. Tim Myers (Rtx); 7. Scott Sehl (W-R); 8. Jean Bourret (W-R); 9. Paul Iwanaga (Rtx); 10. Kenton Longcor (W-R).

HEAT 5: 1. Duane Veeder (Rtx); 2. Steve Morehead (Rtx); 3. Dale Jenneman Sr. (Rtx); 4. Kyle Long (Rtx); 5. Ronald Hall (Hon); 6. Ian Segedy (Rtx); 7. Bill Newkirk (Hon); 8. Bret Beyer (Rtx); 9. Clinton Vahscholtz (W-R); 10. David Lloyd (Rtx).

HEAT 6: 1. Craig Estelle (Rtx); 2. Chris Evans (Hon); 3. Kris Kiser (Rtx); 4. Kris Armentrout (Hon); 5. Dan Stanley (H-D); 6. Rusty Rogers (KTM); 7. John Faulkner (Yam); 8. Brent Armbruster (Hon); 9. Donald Paul (W-R); 10. Jason Fletcher (Hon).

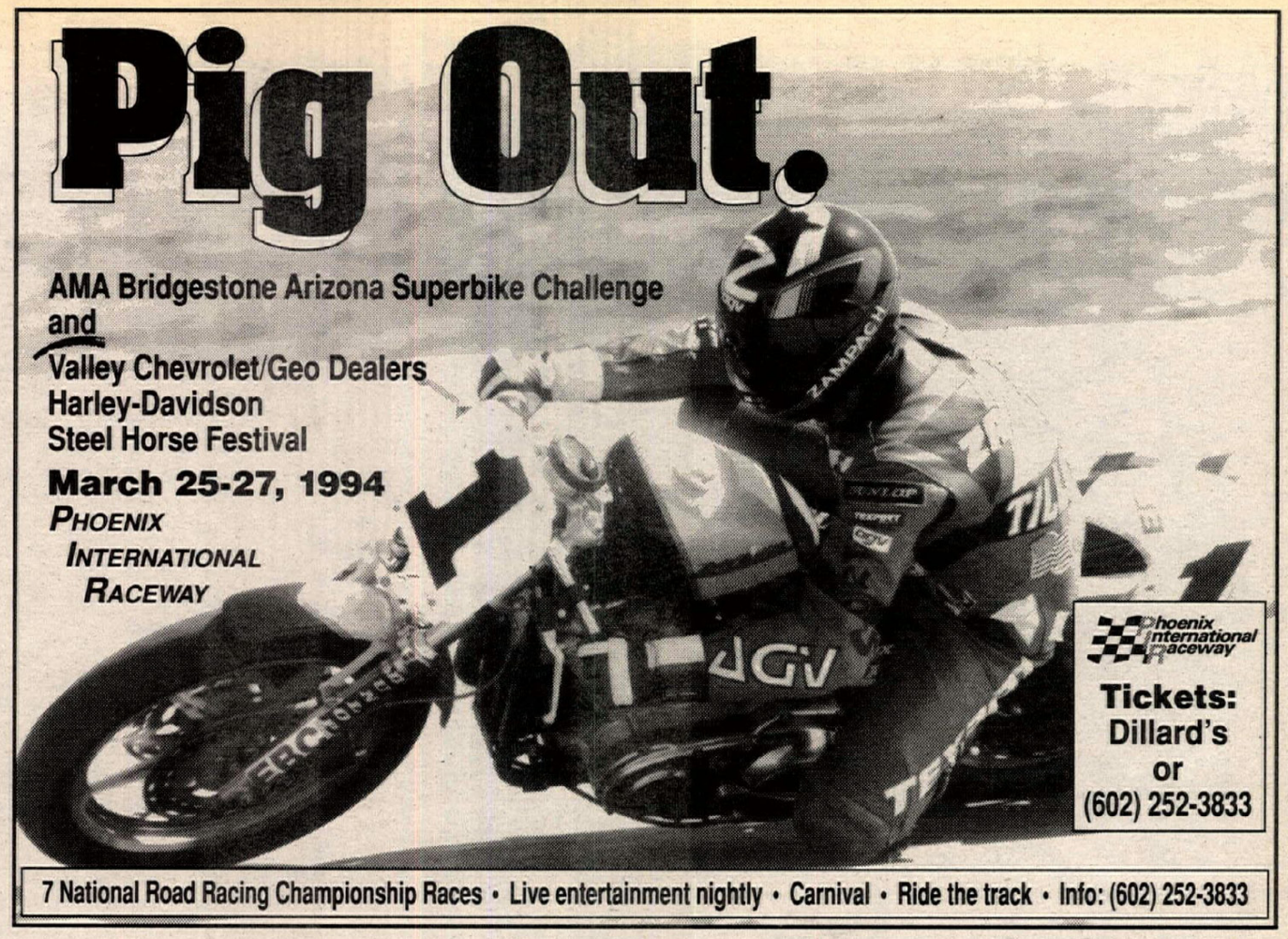
SEMI 1: 1. Stephen Beattie (Rtx); 2. Scott Buchan (Rtx); 3. Georgie Price (H-D) 4. Ken Coolbeth (H-D); 5. Matthew Wait (W-R); 6. Dave Hebb (Rtx); 7. Jim Sumner (W-R); 8. Chris Wink (Rtx); 9. Robert Miller (Rtx); 10. Curt Snelling (Hon); 11. Steve Liberty (Rtx); 12. Willie McCoy (H-D).

SEMI 2: 1. Andy Tresser (Rtx); 2. Steve Aseltine (Kaw); 3. Brett Landes (Rtx); 4. Patrick Buchan (Rtx); 5. Robert Lewis (H-D); 6. Bill Hoffmeister (H-D); 7. Geoffrey Clark (Rtx); 8. James Hart (W-R); 9. Rex Fisher (W-R); 10. Kevin Olliges (ATK); 11. Lance Jones (Rtx); 12. Davey Camlin (Rtx).

SEMI 3: 1. Rusty Rogers (KTM); 2. Ronald Hall (Hon); 3. Brian Tillson (Rtx); 4. Jason Fletcher (Rtx); 5. Clinton Vahscholtz (W-R); 6. Scott Sehl (W-R); 7. Dan Stanley (W-D); 8. Bret Beyer (Rtx); 9. Donald Paul (W-R); 10. Kyle Long (Rtx).

SEMI 4: 1. Rodney Farris (Rtx); 2. Dale Jenneman (Rtx); 3. Paul Iwanaga (Rtx); 4. Kris Armentrout (Hon); 5. David Lloyd (Rxt); 6. Kris Kiser (Rtx); 7. Kenton Longcor (W-R); 8. John Faulkner (Yam); 9. Tim Myers (Rtx); 10. Bill Newkirk (Hon); 11. Ian Segedy (Rtx); 12. Brent Armbruster (Rtx).

15-LAP MAIN: 1. Chris Carr (H-D); 2. Will Davis (Rtx); 3. Terry Poovey (Rtx); 4. Duane Veeder (Rtx); 5. Steve Morehead (H-D); 6. Craig Estelle (Rtx); 7. Ronnie Jones (Rtx); 8. Andy Tresser (Rtx); 9. Michael Varnes (W-R); 10. Rodney Farris (Rtx); 11. Chris Evans (Hon); 12. Rich King (Hon); 13. Stephen Beattie (H-D); 14. Scott Stump (Hon); 15. Rusty Rogers (KTM); 16. Doyglas O'Boyle (Rtx).



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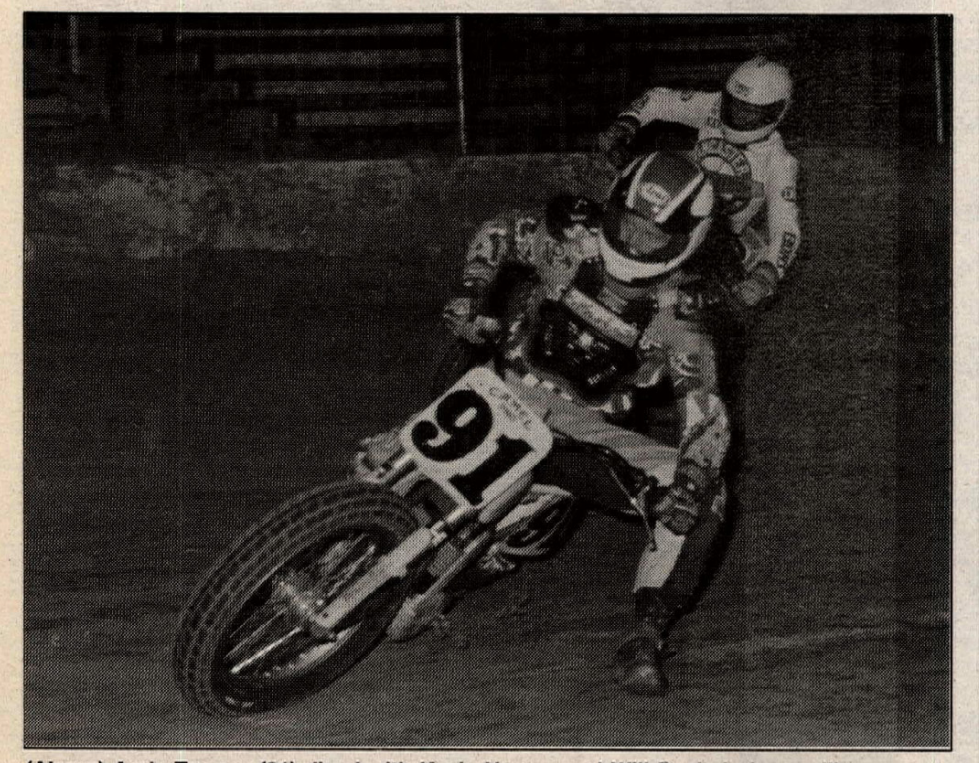

(Above) Andy Tresser (91) diced with Kevin Varnes and Will Davis before pulling away to the win at the Palatka Short Track. (Below) Jason Fletcher (65) topped Georgie Price (71) for top honors in the 883 class at the Barberville Half Mile.

Tresser tops Palatka Short Track

By Dave Hoenig

SATSUMA, FL, MARCH 8

Camel Motorcycle Week's best kept secret may just be the Putnam County Speedway's Tuesday night short track races, where Andy Tresser emerged the winner after a race-long battle with Kevin Varnes and Will Davis on the three-eighth mile dirt oval.

"That was fun. I really worked up a sweat in that one. I knew Kevin (Varnes) was trying to come out of the turns lower, so I had to make sure I kept my momentum up to stay on the top," said the Power Bar/Motion Pro/Circle Bell/Miller Trucking/Joe Carrera/Richard Braquet/WD-40/Fox Racing/Tsubaki/ATR Racing/Mike Taylor/KG-sponsored Tresser. "The cushion was really deep. It was a lot of work."

Along with nineteen 883s and 30 Pro-Am-class racers, 37 amateur riders were entered in the 250cc and Open classes.

Heats moved everyone into semis, and the lineup in the main would be established by virtue of semi finishing positions. The rough track claimed a few riders early. Steve Morehead fell while leading his heat.

"I was trying to ride just above the groove and didn't see a hole in the shadows. It caught my front wheel and put me down," Morehead said.

Heat eight found Will Davis on the ground in turn three of the first lap. Davis's downed bike gathered up Kenny Coolbeth and Dale Jenneman. Coolbeth's shifter was broken in the crash, which eliminated him for the remainder of the night.

Only two riders would advance from each of the six expert semis. Varnes made short work of the first semi, easily outdistancing Roger Durkee. The second semi went to Tresser as Georgie Price held off Charley Orr for second. After early pressure from Geo Roeder, Brett Landes pulled away to win semi three.

The fourth semi featured a small war between Robert Lewis, Mike Hacker and James Hart. Lewis was able to hold the lead all the way but Hacker slipped in turn two on the last lap, giving Hart the room he needed to scoot by for the last transfer.

Bobby Myers and Dan Stanley led the fifth semi, but Davis and Rich King soon moved into contention, with Davis assuming the lead at the halfway mark. King grabbed an easy second after Stanley fell.

Mike Varnes led the last semi over Kris Kiser and Morehead. Morehead snatched away the lead, but Varnes reclaimed it as Steve Aseltine joined in the action. Mike Varnes and Morehead filled the last two spots in the main.

Kevin Varnes sat on the pole in the 12-rider main, but Tresser got the holeshot with Varnes, Morehead and Davis in tow. Kevin Varnes had the lead on lap two.

"I was trying to square off the turns because I could get a drive down low, then I slipped and he (Tresser) got back around," Varnes said.

When Tresser bounced back into the lead, he and Kevin Varnes started to pull away from the battle between Morehead and Davis. Varnes once again took the lead with three laps to go, while Davis was all over Tresser. But Tresser again got a drive and regained the lead, and as the white flag flew Davis blasted into second.

"Man, I couldn't see a thing the last five laps - my shield was all fogged up," Davis said. "When I was on the straights I tried to flip it up and clear it, but that didn't work. I finally just flipped it up. I'm glad I had my glasses on, but the dirt came in behind them and I didn't have any tear-offs on my glasses."

"Once I got back into first, I thought I knew where Kevin (Varnes) would be. But then at the end, all of a sudden it was Will (Davis) right there," Tresser said. "I needed this. What does this pay anyway?"

When he found out it that his winnings were $1000, Tresser smiled and said, "All right - this will just about pay for my whole trip."

Moroney's Harley-Davidson teammates Jason Fletcher and Price had a great race in the 883 main, exchanging the lead several times as they left King and Aseltine to battle for third place. Fletcher held on for the win over Price, and Aseltine took third when King dropped out. Paul Morgan moved up to take fourth. CN

Results

EX: 1. Andy Tresser (Rtx); 2. Will Davis (C-A); 3. Kevin Varnes (Rtx); 4. Steve Morehead (H-D); 5. Robert Lewis (Rtx); 6. Mike Varnes (Rtx); 7. Rich King (Rtx); 8. James Hart (Rtx); 9. Brett Landes (Rtx); 10. Roger Durkee (Rtx).

PRO-AM: 1. Chris Hart (Rtx); 2. Dale Jones (Hon); 3. Stephan Duchaine (H-D); 4. Tim Myers (Rtx); 5. Brian Thomas (Rtx); 6. Paul Morgan (Rtx); 7. Brian Newman (Hon); 8. Chad Heideman (Hon); 9. Eric Brouhard (H-D); 10. Ryan Brown (Rtx).

883: 1. Jason Fletcher (H-D); 2. Georgie Price (H-D); 3. Steve Aseltine (H-D); 4. Paul Morgan (H-D); 5. Tommy Colson (H-D); 6. Recil Hart (H-D); 7. Don Krusinski (H-D); 8. Shawn McNary (H-D); 9. Bill Hofmeister (H-D); 10. Rich King (H-D).

250 AM: 1. Perry Phillips (Mai); 2. Shawn Mobley (Hon); 3. Paul Lynch (Hon); 4. Garth Bastain (Hon); 5. Anthony Herrera (H-D).

OPEN AM: 1. Jeff Randolph (Rtx); 2. Kenny Parker (Yam); 3. Shawn Mobley (Hon); 4. Paul Lynch (Rtx); 5. Nicky Hayden (Rtx).

Morehead cashes in at Barberville

By Dave Hoenig

BARBERVILLE, FL, MARCH 9

Veteran Steve Morehead continued to cash in at the Volusia County Speedway, beating everything but the rain on his way to the win in the 750cc main, and was awarded the 600cc main by default.

The twenty-three 750cc experts were divided into two heats, with the top six moving on to the final.

Long-time adversaries Morehead and fast qualifier Geo Roeder squared off in heat one. Morehead led all the way over Roeder and Chris Carr. Georgie Price, Kevin Varnes and Dave Camlin rounded out the qualifiers in what was a follow-the-leader race.

The second heat saw Clint Vahsholtz jump out front on his new Honda ride, but Scott Stump swiftly took over and put a lot of distance between himself and the field. Steve Beattie was putting on a great show as he slid through the field into second. Vahsholtz held on to third with Jim Sumner, Dave Hebb and Chance Darling also headed into the main.

The 750cc main was the first final called to the line, and it was Stump first into turn one. Unlike in Saturday's race, Morehead made his move early and after taking the lead moved well ahead. The Stump/Carr race for second went down to the wire. Stump slipped just enough to let Carr, who was riding his new single-shocked Harley Davidson, by late in the race. In a carbon copy of Saturday's 750cc main, Morehead powered his KK/Shepherd/F&S Harley-Davidson-backed XR750 to the win with Carr finishing second ahead of Stump. Price got by Roeder late in the race to finish fourth.

When the 883 main thundered off, it was led by Jason Fletcher, Rich King, Price and James Hart. King took a short-lived lead only to have Fletcher back in front at the halfway point. Fletcher drove away, while King had his hands full holding off Price. King was successful until the last lap, when Price charged into second. Hart was alone in fourth over Matt Wait and Brian Tillson.

Nearly 75 riders entered the 600cc class. Time trials were used to pare the field down to the fastest 48. Four 12-man heats would set the line up for the main. Kris Kiser ran away with the first heat as a three-rider battle raged over second. Mike Varnes came out on top over Dave Hebb and fast qualifier James Hart. The second heat was another runaway with Morehead holding a big lead over Sumner. Will Davis topped Camlin, Tillson and Shawn Clark in the race for the last transfer.

Rusty Rogers made his presence felt in the third heat as he out-dueled Pat Buchanan for the lead, then Buchanan also fell victim to Roger Durkee. The last heat was all Doug O'Boyle's, with Stump riding a lonely second. Kenton Longcor held off Mike Warner for the last transfer.

As the 600cc main was wheeled to the line, a heavy shower washed out the night's activities. Heat times established the pay-off order, with Morehead, Rogers, O'Boyle and Kiser taking the top four places. CN

Results

750 EX: 1. Steve Morehead (H-D); 2. Chris Carr (H-D); 3. Scott Stump (Hon); 4. Georgie Price (H-D); 5. Geo Roeder (H-D); 6. Kevin Varnes (H-D); 7. Steve Beattie (H-D); 8. Chance Darling (H-D); 9. Dave Camlin (H-D); 10. Clint Vahsholtz (Hon).

883: 1. Jason Fletcher (H-D); 2. Georgie Price (H-D); 3. Rich King (H-D); 4. James Hart (H-D); 5. Matt Wait (H-D); 6. Brian Tillson (H-D); 7. Paul Morgan (H-D); 8. Don Krusinski (H-D); 9. Shawn McNary (H-D); 10. Recil Hart (H-D).

600 EX: 1. Steve Morehead (H-D); 2. Rusty Rogers (Rtx); 3. Doug O'Boyle (Rtx); 4. Kris Kiser (Rtx); 5. Jim Sumner (W-R); 6. Roger Durkee (Rtx); 7. Scott Stump (Hon); 8. Mike Varnes (H-D); 9. Will Davis (Rtx); 10. Pat Buchanan (Rtx).

85: 1. Roger Hayden (Yam); 2. Jeremy Thompson (Suz); 3. Mike Mashewske (Yam); 4. Ben Miller (Yam); 5. Scott Morrison (Kaw).

125: 1. Jeremy Thompson (Hon); 2. Matthew Miller (Hon); 3. Keith Fitzgerald (Yam); 4. Kristin Edwards (Yam).

250 A: 1. Bryan Bigelow (Yam); 2. Paul Lynch (Hon); 3. Brian Thomas (Hon); 4. Brian Newman (Hon); 5. John Nickens (Suz).

250 B: 1. Joe Demento (Yam); 2. Michael Gurda (Kaw); 3. Jason Fuller (Yam); 4. Richard Edwards (Suz); 5. Nick Daniels (Yam).

500 A: 1. Jeff Randolph (H-D); 2. John Nickens (Hon); 3. Nicky Hayden (Rtx); 4. Ivan Carl (Hon); 5. Jim Strong (Hon).

500 B: 1. Darren Bedford (Hon); 2. Kenny Parker (Yam); 3. Ken Volpe (Hon); 4. Joe Demento (Hon); 5. John Martine (Yam).

SR 30+: 1. Jimmy Myrick (Rtx); 2. Ken McConnell (Rtx); 3. Babka (Rtx); 4. Mark Davidson (Rtx); 5. Curt Snelling (Hon).

SR 40+: 1. Skip Wertz (Tri); 2. Gene O'Boyle (Hon); 3. Bill Snyder (Hon); 4. Jim Bauerle (Rtx); 5. John Flesher (W-R).

505-OPEN: 1. Paul Lynch (Rtx); 2. Mike McKee (Rtx); 3. John Winsett Jr. (Rtx); 4. Nicky Hayden (Rtx); 5. Jimmy Myrick (Rtx).

VINT: 1. John Blackstock (Yam); 2. John Skinner (Tri); 3. Steve Captain (Tri); 4. Mike Barber (Bul); 5. Danny Ward (Tri).

Knight has good day at Milton Motocross

By Neal R. Thomas

MILTON, FL, MAR. 19

Kevin Knight made it a black day for his competitors by easily winning both motos of the Open Money class at the West Florida Motocross Park.

The Bay Honda/California Cycles-backed Knight holeshot both motos and only looked back on the big jumps, where he would look over his shoulder as if trying to find his competition.

In the first moto, Ed Kiley rode relentlessly in pursuit of Knight. As the moto wore on, Kiley began to chip away at Knight's lead while Barry Weinberger managed to bang his way into third place on the first lap and hold that position for the entire moto. Behind third place was a mass of riders with numerous position changes. Joey Silcox, on the mend from a broken leg, suffered another bad start but found the speed to secure fourth place by moving past Larry Cain and Beau Seifert.

In the second moto, the track became much rougher and the already strong wind blew harder, but none of this bothered Knight as he again led the pack around the first turn. On the first pass by the grandstand double Knight was already styling for the crowd, and from there stretched his lead until he coasted over the finish line tabletop in first overall. Kiley again took second,but had to pick up his pace in order to pass Silcox, Weinberger and Chris Craft.

Results

P/W: 1. Bruce Ward (Yam); 2. James Stephens (Itj); 3. Stephen Callaway (Hon); 4. Jason Young (Hon); 5. Zac Crum (Yam).

JR MINI: 1. Glenn Hebert (Kaw); 2. Nathan Davenport (Kaw); 3. Danny Waldrop (Kaw); 4. Jay Owsley (Kaw); 5. Alex Broussard (Hon).

80 C: 1. Brian Young (Kaw); 2. Glenn Hebert (Kaw); 3. Nathan Davenport (Kaw); 4. Danny Waldrop (Kaw); 5. Nathan Radcliff (Kaw).

80 B: 1. Jon Simmons (Kaw); 2. Nick Morris (Yam); 3. Daniel Young (Kaw).

HOBBY: 1. Jody Burns (Hon); 2. Chris Lucas (Kaw); 3. Jerry Young (Kaw); 4. Dave Buterbaugh (Hon); 5. Chris Lewis (Hon).

125 D: 1. Michael Woods (Yam); 2. Joe Summarell (Suz); 3. Roger Thayer (Hon); 4. Craig Martinez (Kaw); 5. Chad Stevens (Kaw).

125 C: 1. Brad Cannon (Kaw); 2. Nick Morris (Kaw); 3. Kevin Cagle (Hon); 4. Josh Smith (Kaw); 5. Mark Borgen (Hon).

125 B: 1. Jon Simmons (Kaw); 2. Paul Bryant (Yam).

250 C: 1. Tash Bunch (Hon); 2. Johnny Britt (Hon); 3. Walter Bartram (Hon); 4. Randy Morris (Hon); 5. Tony Vitale (Kaw).

250 B: 1. Junior Sims (Hon); 2. Rickey Steverson (Hon); 3. Larry Cain (Kaw).

VET C: 1. Johnny Britt (Hon); 2. Randy Morris (Kaw); 3. Paul Barnes (Kaw); 4. Jason Gentry (Hon); 5. Jeff Jessup (Hon).

VET B: 1. Neal Thomas (Hon); 2. John Kiley (Suz); 3. Randal Baker.

OPEN MNY: 1. Kevin Knight (Hon); 2. Ed Kiley (Kaw); 3. Barry Weinberger (Hon); 4. Joey Silcox (Hon); 5. Chris Craft (Yam).

Jensen fast at San Jose Indoor Short Track

By Mindyz Mac

SAN JOSE, CA, FEB. 26

Jack Jensen knows the way to win at the San Jose Indoor Barn Burner series: get a good start and ride a smooth race. And Jensen did just that as he powered his Honda to a win in the 100cc Expert Modified class at the Santa Clara County Fairgrounds.

Jensen got the holeshot at the start of the race and led for two laps before stalling in turn four, causing Rod Spencer to hit Jensen from behind with both riders going down. Both riders made the restart, however, with Jensen again grabbing the holeshot to take the lead. Just behind Jensen were Paul Iwanaga, Rod Spencer and Brad Spencer keeping the heat on. By the halfway mark, Iwanaga was forced to the outside and out of contention, while at the same time Brad Spencer was able to get by Rod Spencer and take over the second spot. Brad Spencer was bumping Jensen's rear wheel at each turn but could not get by, and Jensen went on to take the win. Finishing in third was Rod Spencer, fourth was Troy DeHerrera and Joe Carrera completed the top five.

DeHerrera won the Vet Expert class, but it didn't come easily. DeHerrera got the holeshot and while he led the race wire to wire, he could feel the pressure being put on him by Carrera, Robert Silva and Jensen. DeHerrera kept his bike on the gas and made no mistakes to win the race. Carrera won the fight for second, while Jensen took third and Silva had to settle for fourth.

Action in the 80cc Youth Modified class saw Tony Souza get the holeshot with Jaman Jess right behind him. Souza wasted no time in opening up a huge lead over the rest of the field, leaving Jess to battle with Chris Canepa and Joshua Morgali. As the race reached the halfway point, Jess let Morgali pass him on the inside, giving up second place. At the finish line it was Souza cruising to an easy win followed by Morgali in second, with Frank Nye Jr. getting by Canepa to take the third position.

Results

P/W BEG: 1. Brad Spencer; 2. Ryan Cowell; 3. Rodney Spencer; 4. Jeff Pineda; 5. Sam Clark.

P/W ADV: 1. Eric Carrillo; 2. Johnny Ripley; 3. Adrien Figueroa.

WMN: 1. Lynnette Wosick; 2. Terri Vogel.

LTL WMN: 1. Michelle Lineaweaver; 2. Courtney Kennedy.

80 YTH MOD: 1. Tony Souza Jr.; 2. Joshua Morgali; 3. Frank Nye Jr.; 4. Chris Canepa; 5. Nicholas Wachter.

100 VET EX: 1. Troy DeHerrera; 2. Joe Carrera; 3. Jack Jensen; 4. Robert Silva; 5. Paul Iwanaga.

100 NOV STK: 1. David Morgan; 2. Matt Johnson; 3. Roy Rose; 4. Bret Wool; 5. Jeff Cunningham.

100 JR MOD: 1. Bill Martins; 2. Steve Hlebo; 3. Dominic DeMario; 4. Chris Rudy; 5. Randy Hannigan.

100 JR STK: 1. Anthony DeMario; 2. Chris Rudy; 3. Dave Cascio; 4. Roger Sanchez; 5. Louis Canepa.

100 EX STK: 1 Paul Iwanaga; 2. Joe Camera; 3. Gordon Rudy; 4. Larry Silva; 5. Gregg Dons.

100 NOV MOD: 1. Lynette Wosick; 2. David Morgan; 3. Scott Copeland; 4. Craig Gonzales; 5. Tim Hodge.

UNDER 16: 1. Gary Rogers; 2. Kenny H.; 3. Mike Mountain.

100 VET NOV: 1. Roy Rose; 2. Dale Lineaweaver; 3. Dan Phillips; 4. Tony Souza; 5. Jeff Cunningham.

100 VET JR: 1. Pat Rose; 2. Paul Ungaro; 3. Tim Alarcon; 4. Roger Sanchez.

100 EX MOD: 1. Jack Jensen; 2. Brad Spencer; 3. Rod Spencer; 4. Troy DeHerrera; 5. Joe Carrera.

MacKenzie wins Canadian ice title

By Rob McHenry

CALGARY, ALBERTA, CANADA, FEB. 27

Dan MacKenzie captured his first Canadian Motorcycle Association ice racing number-one plate on Chestermere Lake near Calgary, Alberta.

MacKenzie dominated the 600cc Expert final, taking the holeshot and out-distancing Tony Allen and Rudy Zacsko. George Jones and Alvin Schoepp rounded out the top five.

"Andy (Demsky) did a good job preparing the track," MacKenzie said. "Good thing I got the holeshot - it was hard to pass. Everyone was on the throttle."

MacKenzie also won the 250cc Expert championship while the 200cc Intermediate/Expert title went to Andy Demsky. Andy Young took the checkered flag in the 600cc Intermediate class when the race apparently ended prematurely. Phil Clement was the 250cc Intermediate champion. Doug Short captured both the 250 and 600cc Novice titles.

David Paynter edged out Peter Thomson and Zoli Berenyi Sr. in the Vet class. Wayne Smith and Kent Allen were the winning Sidecar team.

Results

600 EX: 1. Dan MacKenzie; 2. Tony Allen; 3. Rudy Zacsko; 4. George Jones; 5. Alvin Schoepp.

250 EX: 1. Dan MacKenzie; 2. Tony Allen; 3. George Jones.

200 INT/EX: 1. Andy Demsky.

600 INT: 1. Andy Young.

250 INT: 1. Phil Clement.

600 NOV: 1. Doug Shortt.

250 NOV: 1. Doug Shortt.

VET: 1. David Paynter.

SDCAR: 1. Wayne Smith/Kent Allen

Orr hot in Ardmore ST

By Ed Beckley

ARDMORE, OK, FEB. 25-26

Charlie Orr spanked the competition by winning both Open Pro class mains at the two-day indoor short track in the Hardy Murphy Coliseum.

Friday night, Orr blasted the field by lapping nine of the 13 riders that started the race. Orr, on his Low Buck Racing Team Harley-Davidson 600, was never really threatened. Andy West and Bret Braddy were tough at the start, but Dale Jenneman fought his way through the pack to take second on his Grand Island Harley-Davidson. Joey Duvall slid his Kawasaki into third, giving Braddy fourth and West fifth.

Saturday's track looked more like a motocross track in turns one and two until after the time trials. Then the track crews smoothed it up and let the war begin. Orr once again looked like the man to beat, but Braddy had his Scott Adams-tuned Harley hooked to the track and was riding the wheels off of it. Orr held back and waited until Braddy tired and made a mistake, then stuffed his bike into first place. Braddy then had to hold off Jenneman, who had worked his way up from a seventh-place start. Jenneman gave Braddy everything he had, but Braddy won the fight for second as Orr took the win. Jenneman settled for third, Jason Yeager moved into fourth and Duvall was fifth.

Some riders took a break at this checkpoint during the running of the Cal Poly Penguins Hi Mountain Dual Sport Ride. The event attracted 112 riders.

Results

Friday

OPEN PRO: 1. Charlie Orr (H-D); 2. Dale Jenneman (H-D); 3. Joey Duvall (Kaw); 4. Bret Braddy (H-D); 5. Andy West (H-D).

Saturday

OPEN PRO: 1. Charlie Orr (H-D); 2. Bret Braddy (H-D); 3. Dale Jenneman (H-D); 4. Jason Yeager (H-D); 5. Joey Duvall (Kaw).

Hi Mountain Dual Sport maintains tradition

By Mike Stapler

POZO, CA, FEB. 27

It seems as though 112 dual sport riders and a small group of college students owe the environmentalists a thank you of sorts.

February 27 marked the third running of the Cal Poly Penguins' Hi Mountain Dual Sport Ride, an event which serves as a replacement for the Hi Mountain Enduro of years past.

In 1991 the enduro never happened because environmental impact reports neglected to include the pond turtle, which environmentalists capitalized on, effectively killing the enduro. Out of its ashes rose the Hi Mountain Dual Sport Ride.

This year's 140 mile course again used the Cal Poly campus in San Luis Obispo as a staging area. The route quickly led the riders out of town and onto scenic Prefumo Canyon Road, which offered views of the surrounding countryside, Morro Bay and the Pacific Ocean.

After winding down See Canyon Road the riders found themselves in the first of many sections that would lend uniqueness to the event - a mile stretch of Pismo Beach.

Following the sands of Pismo, the riders hit the pavement on Lopez Drive for the trip out to Hi Mountain Road, a dirt road complete with switchbacks, stream crossings and great views of the Santa Lucia Wilderness.

More pavement then greeted the riders, who followed Pozo Road out to the Pozo-LaPanza Off-Highway Vehicle Area, home to the most difficult sections of the ride. The less adventurous or more street-oriented riders could bisect the area via a graded dirt road. For those riders whose tastes ran towards trails, two optional loops were incorporated. Both offered singletrack trails, rocks, ruts, and whoops for rider amusement.

After playing at Pozo, the riders picked up Highway 58 which led to the second unique section. Alan Stevens, a local rancher and motorcycle enthusiast, lent a section of his land to the Penguins that had two motocross practice tracks on it, both of which proved to be challenging venues for wringing out a dual sport bike.

The next stop was at another ranch, courtesy of Mike Ryan, which included an eight-mile loop and a barbecue lunch. The loop consisted of wooded trails, some fast fire roads, and a creek crossing which left an interesting odor clinging to the less cautious.

Paved roads led the group back to San Luis Obispo after a day well spent with friends and motorcycles. Though the Hi Mountain Enduro will always be missed, the comradeship of the Hi Mountain Dual Sport Ride will remain, and the members of the Cal Poly Penguins might be able to catch up in school instead of floundering in the massive wake created by organizing an enduro.

Berryhill bombs Dogtown MX

By Bart Wilber

COALMONT, TN, FEB. 20

Shane Berryhill rode his Fayettville Cycle Center/Pro-Action/Answer Racing/Pirelli Tire/Maxima Oils/Smith Goggles/Turbo Blue-sponsored Honda to the 250cc A class win in the inaugural race at the Dogtown MX track.

In the first 250cc A moto, Berryhill snagged the holeshot but was pressured by Scotty Graves. Graves was able to get an inside line on Berryhill in a turn at the back of the course, and forced his way into the lead position. Berryhill tried to cut under Graves in several turns but couldn't maintain enough speed to make a pass. Graves took the first-moto win followed by Berryhill and Barry Tapp.

Berryhill once again holeshot the second moto and this time kept it to the end without much trouble. Graves stayed close, but a slipping clutch would prevent him from putting too much pressure on Berryhill. Tapp was able to block Brian Gilliam and hold on to an easy third until the finish. Berryhill took the win and the overall victory followed by Graves, Tapp, Gilliam and Chris Thomas.

The 125cc A class provided some close racing as Gilliam secured the first-moto holeshot and pulled out a three-second lead that he would keep to the end. Graves was mired in the pack with Thomas, Johnny Shields and Tapp. Graves found his chance to slip into second, leaving Thomas to battle Tapp and Shields. Shields was able to pass Thomas, getting by in a sharp left-hand turn. Tapp then went on the attack, pressuring Thomas until the final turn, but Thomas was able to out-race Tapp to the finish and secure fourth place behind Gilliam, Graves and Shields, respectively.

In the second moto, Thomas went down in the first turn leaving him in fifth place, where he would finish. Gilliam ran in second until Tapp forced him to make a mistake that bumped Gilliam to fourth place and gave Tapp the lead. Graves was able to put his American Motorsports/Pro Action/Gear/Scott Goggles/Shoei/Boyesen/PJ1/NGK-supported Honda past Tapp to score the moto win and first overall. Gilliam, Shields, Tapp and Thomas finished second through fifth overall, respectively.

Results

P/W: 1. Matt Baker (Yam).

85 JR: 1. Robert Matlock.

85 SR: 1. Cale Swiger (Hon); 2. Nick Buchholtz (Yam); 3. Travis Bailey (Suz); 4. R.C. Pond (Kaw); 5. Billy Wright (Hon).

SCHBY: 1. Matt Harrison; 2. Jon Guffey (Suz); 3. R.C. Pond (Kaw).

OPEN MINI: 1. Nick Buccholtz (Yam); 2. Billy Wright (Hon); 3. Travis Bailey (Suz); 4. Robert Matlock (Hon).

125 C: 1. Jeff Carter (Kaw); 2. Jeff Duncan (Hon); 3. Archie Howell (Hon); 4. Darron Whitman (Kaw); 5. Jon Guffey (Suz).

125 B: 1. Phillip Mayers (Kaw); 2. Kip Marks (Suz); 3. Billy Rich (Kaw); 4. Lindsey McGregor (Kaw).

125 A: 1. Scotty Graves (Hon); 2. Brian Gilliam (Kaw); 3. Johnny Shields (Hon); 4. Barry Tapp (Suz); 5. Chris Thomas (Yam).

250 D: 1. Nathan Hammett (Yam).

250 C: 1. Wayne Harrison (Suz); 2. Randy Anderson (Suz).

250 B: 1. Wade Harrison (Kaw); 2. Kip Marks (Suz); 3. Lindsey McGregor (Kaw); 4. Rawsom Jones (Kaw).

250 A: 1. Shane Berryhill (Hon); 2. Scotty Graves (Hon); 3. Barry Tapp (Suz); 4. Brian Gilliam (Kaw); 5. Chris Thomas (Suz).

ENDR: 1. Thomas Scott (Yam); 2. Ryan Ware (Kaw).

N/CURR: 1. Broc Glover (Yam); 2. Luke Doak (Hon); 3. James Totherow (Hon).

25+: 1. Randy Bailey (Suz); 2. Jeff Duncan (Hon); 3. Robbie Shields (Hon).

30+: 1. Billy Scoggins (Suz); 2. Lindsey McGregor (Kaw); 3. Rawsom Jones (Kaw).

40+: 1. Rick Waters (Hon).

Barton wins twice at Orlando Motocross

By Kyle Myers

ORLANDO, FL, FEB. 22

Over 200 riders competed in the second round of the Florida Motocross Club Series held at Orlando Motocross Park, where Pat Barton aced the 250cc A and 25+ classes.

As the 250cc A class left the starting line,

(Above) Darrin Chelin (7) won the 250cc B class at the final ice race of the season on Minard Like. (Below) George Colling (14) leads Bill Leonardo (16) on his way to the 30+ Intermediate win at the Tulare vintage MX.

Barton shot into the early lead over Todd Gardner and Benton Smith. Gardner followed Barton's lead for two laps until he bobbled, giving Barton a big lead. Gardner then fell, letting Smith move into the second spot. Barton took the first moto win over Smith and Gardner.

In the second moto, Smith nailed the holeshot ahead of Gardner and Barton. Gardner quickly passed Smith for the lead, but fell in a corner. Barton reacted to Gardner's miscue, shooting by Smith for the point position. Barton on his JT/Smith/Shoei/No-Limit/UFO/Factory Connection/Moto Tass/Dunlop/Bel-Ray/RK/No Fear/Sunstar/Devol/Pro-Taper/Powerbar/American Suzuki RM250 added 25 seconds to his lead to take the overall victory. Smith, Gardner and Doug Fleming followed him home.

Barton later returned in the 25+ division and led each moto from wire to wire over Mark Beamer, Scott Wood, Tom Dixon and Steve Dye.

Andrei Boloni posted 3-1 moto finishes to win the 80cc (12-13) class and 1-2 moto finishes in the Super Mini class for another win.

Results

P/W: 1. Cody Roth (Yam); 2. Randy Charron (Yam); 3. Kyle Orr (Yam); 4. Barrett Smith (Yam); 5. Forrest Smith (Yam).

85 (7-11): 1. Raymond Loggins (Hon); 2. Darren Fortin (Suz); 3. Paul Perebijnos (Suz); 4. Richard Clouser (Kaw); 5. Parker Kirton (Kaw).

S/MINI: 1. Andrei Boloni (Suz); 2. Tim Bantle (Kaw); 3. Aaron Perkins (Suz); 4. Nathan Grier (Yam); 5. Bradon Smith (Yam).

16-24: 1. Ronnie Renner (Yam); 2. Travis Willis (Hon); 3. Clint Frank (Hon).

125 C: Travis Willis (Hon); 2. Ronnie Renner (Yam); 3. James Webb (Suz); 4. Dan Fortin (Suz); 5. Tommy Fonseca (Kaw).

125/250/500 BEG: 1. Tony Szynaka (Hon); 2. Scott Tomsolo (Suz); 3. Kurt Stroup (Yam); 4. Alex Van Dyker (Hon); 5. Rich Brighton (Hon).

250 A: 1. Patrick Barton (Suz); 2. Benton Smith (Kaw); 3. Todd Gardner (Suz); 4. Doug Fleming (Kaw).

250 B: 1. Curtis Johnson (Yam); 2. Rob McLaughlin (Yam); 3. Tom Dixon (Hon); 4. Steve Dye (Hon).

250 C: 1. Joe Courchere (Kaw); 2. Ed Feich (Hon); 3. Randy Lambert (Hon); 4. Ed Higgins (Kaw); 5. Don Slayfried (Hon).

25+: 1. Pat Barton (Suz); 2. Mark Beamer (Suz); 3. Scott Wood (Kaw); 4. Tom Dixon (Hon); 5. Steve Dye (Hon).

30+: 1. Dean Dyess (Yam); 2. Andrew West (Hon); 3. Scott Wood (Kaw); 4. Armando Carrasquillo (Hon); 5. Steve Szynaka (KTM).

35+: 1. Greg Bobka (Hon); 2. Tom Bragg (Hon); 3. Randy Lambert (Hon); 4. Brian Whitcomb (Hon); 5. Steve Doherty (Yam).

40+: 1. Tom Bragg (Hon); 2. Al Gardner (Hon); 3. Dave Millsaps (Yam); 4. Ken Wheeler (Hon); 5. Tom Nicholson (Suz).

OPEN NOV: 1. Jim Montgomery (Hon); 2. Tom Bragg (Hon); 3. Armando Carrasquillo (Hon); 4. Rich Lebnard (Hon); 5. Robert Woods (Hon).

Rantz raves at Tulare vintage TT/MX

By Matt Hilgenberg

TULARE, CA, FEB. 26-27

Howard Rantz used a pair of Honda Elsinores to sweep the 125 and 250cc Intermediate classes at the opening round of the American Historic Racing Motorcycle Assn. (AHRMA) Western Regional MX Series held at Tulare Cycle Park.

The motocross drew 224 entries and was the second of a two-day program that had featured TT racing on Saturday. The TT event had 85 entries and ran on a smooth portion of the MX course; overcast skies kept traction at an optimum. Each class had 10-lap heats to determine starting positions for the 12-lap mains.

The 500cc Four-Stroke Expert division TT featured an excellent three-way battle for the lead between stuntman Gary Davis, Butch Cochran and Allen Wenzel. Davis held the upper hand throughout the early stages of the main, with Cochran waiting for any opportunity to move ahead; Wenzel kept them both honest, but could never advance from third. With just a few laps to go, Cochran capitalized on lapped traffic and squirted into the lead, but soon after slowed too early heading into the track's largest sweeper, allowing Davis to move around the outside and re-assume the point position. From there to the finish, it was Davis, Cochran and Wenzel.

Local favorite Curt Lange went home a double-class victor by topping the 40+ Intermediate TT, then edging Brian Shives in a hard-fought 250cc Intermediate TT battle.

In motocross action, Rantz began his march to the victory stand in the 125cc Intermediate class, where he dominated both motos ahead of Bryan Davis. Third overall fell to Bill Henry, whose 4-3 score edged the 3-4 tally of Ronald Harrison. There were 22 entries in the 250cc Intermediates, but still no match for Rantz, who earned another double-moto sweep. Keith Lynas was the runner-up ahead of Jeff Shives and Brian Shives.

Charlie Singleton's 2-1 finishes gave him the win in the 40+ Novice class over AHRMA's ace points-tally man John Gulliford; Michael Kopp completed the top three.

The Premier 500 II Experts had a close battle, with Cochran leading the first race wire to wire, but battling with an ailing Triumph twin at the finish. Vintage Husky's John LeFevre finished second, but he passed Cochran to win the second moto and the day's overall; John Lundgren was third.

Vintage Husky's hired gun, Tim Nash, achieved notable results by winning the 250 and 500cc Expert divisions, plus the special Bomber class and the Expert Shootout, which pitted all the first-moto winners in a heads-up race at day's end.

Results

TT

250 NOV: 1. Verne Elmore (Ossa).

250 INT: 1. Curt Lange (Hon); 2. Brian Shives (Hon); 3. Keith Lynas (Ossa); 4. Morris Stouman (CZ); 5. Bill Eurich (Hon).

250 EX: 1. Ron Melton (Ossa).

500 INT: 1. Paul Norman (CZ); 2. Maron Davis (Hon).

500 EX: 1. Scott Dunlavey (Bul); 2. John Shives Jr. (CZ); 3. David Fisher (Hus).

500 4-STRK NOV: 1. Gary Bishop (BSA); 2. Ed Reedy (Tri); 3. Jim Holbrook (AJS); 4. Rudy Madrigal (BSA).

500 4-STRK INT: 1. Pete Biddy (Hon); 2. Larry Madrigal (BSA); 3. Henry Lebsock (Hon); 4. Paul Elmore (BSA); 5. Jack Monger (Van-Tech).

500 4-STRK EX: 1. Gary Davis (Hon); 2. Butch Cochran (Hon); 3. Allen Wenzel (Che).

OPEN TWIN NOV: 1. Jim McEuin (Ric).

OPEN TWIN INT: 1. Paul Anderson (Tri); 2. Jack Monger (Ric); 3. Tony McDowell (Ric); 4. Dave Rogers (Tri); 5. Bob Marchbank (Yam).

OPEN TWIN EX: 1. Ben Bostrom (H-D); 2. Gary Davis (Tri); 3. Scott Dunlavey (Tri); 4. Butch Cochran (BSA); 5. Wayne Sumner (Tri).

+30 INT: 1. Pete Biddy (Hon); 2. Marvin Davis (Hon); 3. Jeff Jensen (Hus); 4. Brad Holt (Bul).

+30 EX: 1. Butch Cochran (Hon).

+40 INT: 1. Curt Lange (Hon); 2. Brad Holt (Bul); 3. Morris Stoumen (CZ); 4. Paul Norman (CZ); 5. Rich Dominguez (CZ).

+50 NOV: 1. Wayne Rantz (Hon); 2. Al Saldivar (Yam).

+50 INT: 1. Mickey Alzola (Tri); 2. Norm Shields (Tri); 3. Dave Rogers (Tri); 4. Larry Madrigal (BSA); 5. Bob Milewskzi (Hus).

+50 EX: 1. Wayne Sumner (BSA); 2. Ron Davies (Bul).

MOTOCROSS

125 NOV: 1. Armen Clawson (Kaw); 2. John Gulliford (Ric); 3. Christopher White (Hon); 4. Mike Folena (Ric); 5. Joel Hanson (Yam).

125 INT: 1. Howard Rantz (Hon); 2. Bryan Davis (Hon); 3. Bill Henry (Hon); 4. Ronald Harrison (Hon); 5. Lee Fabry (Yam).

125 EX: 1. Scott Davis (Hon); 2. David Fisher (Hon).

250 NOV: 1. Joe Lorenzen (Ossa); 2. Verne Elmore (Ossa); 3. Christopher White (Hon); 4. Donald Beese (Hon); 5. Dave Duane (AJS).

250 INT: 1. Howard Rantz (Hon); 2. Keith Lynas (Ossa); 3. Jeff Shives (Hon); 4. Brian Shives (Hon); 5. Ken Gerard (Hon).

250 EX: 1. Tim Nash (Hus); 2. David Fisher (Kaw); 3. Mark Brooks (Yam); 4. John Shives Jr. (Hon); 5. Rick Doughty (Mon).

500 NOV: 1. James Howard (Bul); 2. Jason Phillips (Mai); 3. Dante Sorrenti (Mai); 4. Thomas Maddock (Hus); 5. Alden Robertson (CZ).

500 INT: 1. Paul Norman (CZ); 2. Rich Smith (Mai); 3. Bill Clem (KTM); 4. Pete Biddy (Bul); 5. Mason Butler (CZ).

500 EX: 1. Tim Nash (Hus); 2. Allen Wenzel (Che); 3. Rick Lundgren (Hus); 4. Mike Atkins (BSA); 5. Ed Ho (Mai).

OPEN TWIN NOV: 1. Jim McEuin (Ric).

OPEN TWIN INT: 1. Paul Anderson (Tri); 2. Johnny Stevens (Tri); 3. Tony McDowell (Ric); 4. Rodney Henninger (Ric); 5. Terry Pratt (Tri).

OPEN TWIN EX: 1. Scott Dunlavey (Che); 2. John Lundgren (Ric); 3. Ron Dotson (Tri); 4. Jack Asmus (BSA).

WOMEN NOV: 1. Deborah Poole (CZ); 2. Tyra Foxx (Suz).

WOMEN INT: 1. Ginger Hilgenberg (Bul); 2. Nicki Parry (Suz).

+30 NOV: 1. Joe Tamaska (Rok); 2. Dante Sorrenti (Mai); 3. Donald Beese (Hon); 4. Brian Duane (Mai); 5. Nicki Parry (Ric).

+30 INT: 1. George Golling (Mai); 2. John Grise (Hon); 3. Bill Leonardo (Mai); 4. Pete Biddy (Hon); 5. Keith Lynas (Ossa).

+30 EX: 1. Ed Ho (Mai); 2. Rick Lundgren (Hus); 3. Mark Brooks (Yam); 4. Mike Atkins (BSA).

+40 NOV: 1. Charlie Singleton (Bul); 2. John Gulliford (Mon); 3. Michael Kopp (Hon); 4. John Phillips (Rok); 5. Mike Folena (Hon).

+40 INT: 1. Rich Smith (Mai); 2. Dale Greenhalgh (Ossa); 3. Paul Norman (CZ); 4. Tony Lukaszewski (Mai); 5. Robert Doran (CCM).

+40 EX: 1. Tom Rapp (Bul); 2. Gary Davis (Hon); 3. Ron Melton (Ossa); 4. Lee Shepherd (Hus); 5. Robert Poole (BSA).

+50 NOV: 1. Al Saldivar (Yam); 2. Alden Robertson (CZ); 3. Kay Mann (BSA); 4. Melvin Shapiro (Ossa); 5. Bruce Chasmer (Hus).

+50 INT: 1. Jim Keeton (CZ); 2. Dennis Tooman (Hon); 3. Phil Anderson (CZ); 4. Bob Milewsky (Hus); 5. Gerald Rogers (Tri).

+50 EX: 1. Wayne Sumner (BSA); 2. Danny Davies (Tri); 3. Ron Dotson (KTM); 4. Ron Davies (Bul); 5. Ed Meagor (Bul).

PREM LTWT NOV: 1. Bill Samstag (Gre).

PREM LTWT INT: 1. Michael Green (BSA).

PREM LTWT II NOV: 1. Verne Elmore (Ossa); 2. Dave Duane (AJS); 3. Bill Samstag (Gre).

PREM LTWT II INT: 1. Rodney Henninger (Hus); 2. Michael Green (BSA).

PREM LTWT II EX: 1. John LeFevre (Hus); 2. Robert Poole (BSA); 3. John Geer (BSA).

PREM 500 NOV: 1. Gary Bishop (BSA); 2. John Koch (BSA).

PREM 500 INT: 1. John Ford (Vel); 2. Larry Madrigal (BSA).

PREM 500 EX: 1. Matt Hilgenberg (Ric).

PREM 500 II NOV: 1. Ed Reedy (Tri); 2. Rudy Madrigal (BSA); 3. Kay Mann (BSA); 4. Mike Lightfoot (Ric).

PREM 500 II INT: 1. Jim Keeton (CZ); 2. Doyle Cook (Ric).

PREM 500 II EX: 1. John LeFevre (Hus); 2. Butch Cochran (Tri); 3. John Lundgren (Ric); 4. Lee Shepherd (Hus).

PREM OPEN TWIN INT: 1. Norm Shields (TriBSA); 2. Dave Rogers (Tri); 3. Ed Crowell (Mat); 4. Marsh Runyon (H-D).

PREM OPEN TWIN EX: 1. Butch Cochran (BSA); 2. Wayne Sumner (TriBSA); 3. Danny Davies (Tri).

SHOOTOUT NOV: 1. Joe Tamaska; 2. Verne Elmore; 3. Ed Reedy; 4. John Gulliford; 5. Armen Clawson.

SHOOTOUT INT: 1. Howard Rantz; 2. Jim Keeton; 3. Rich Smith.

SHOOTOUT EX: 1. Tim Nash; 2. Robert Poole.

BOMBER: 1. Tim Nash (Hus); 2. Rick Lundgren (Hus); 3. Keith Lynas (Hon); 4. Paul Sedler (Yam); 5. Bob Kersey (Yam).

Boehlke bombs Bethel Ice Race

By Tim McBride

BETHEL, MN, FEB. 27

By topping the Open A and the 30+ class finals, Larson's Cycle/M.D. Boehlke & Sons Trucking/JRG/General Eng./White Bros./Wood-Rotax-sponsored Kurt Boehlke became the third double-class winner in as many races as the Dirt Track Riders Association worked in conjunction with the Bethel Fire Dept. to hold their final ice race of the season on Minard Lake.

John Larson performed a textbook holeshot at the start of the 30+ main and led Boehlke, Dave Jendro, Mike Tehro, Joe Tromberg and Mark Deal for two laps before his mount bucked violently in turn two (a bumpy turn that resulted in several mishaps during the day). Larson regained control, but handed the lead over to Boehlke in the process. As the laps wound down, Larson stayed within striking distance, waiting for a mistake from Boehlke that would never come. Finishing third and fourth were Jendro and Tehro. The Open A final was Boehlke all the way ahead of Tehro and a remounted Eric Brouhard, whose chain had derailed in turn two of lap two.

Darrin Chelin rewrote the DTRA record books by becoming the first rider to win every 250cc B class race of the season. Chelin nailed the holeshot and cruised from start to finish with Jason Larson, Mark Deal, Tromberg, Mike Ledin, and the rest of the field in his distant wake.

In Open B action Jendro took the lead at the start of the six-lap main and was hounded by John Larson until the race reached the halfway mark. Enter Jeff Milbrandt, who patiently worked his way up to the front-runners and slipped past Larson on lap four. Milbrandt then closed on race leader Jendro, and with one lap remaining he squeezed by on the inside to score an impressive come-from-behind victory.

Adam Deal became the next victim of the bumpy track. The nine-year-old speedster saw his chance of winning his fourth race of the season vanish when he crashed on the second lap while leading Matt Powers, Adam Henrichs and Scott Jendro. The little guy was alright, but unable to finish the race. Powers went on to score his second win of the year with Henrichs and Jendro in tow.

Results

OPEN A: 1. Kurt Boehlke (W-R); 2. Mike Tehro (Hon); 3. Eric Brouhard (H-D).

30+: 1. Kurt Boehlke (W-R); 2. John Larson (Hon); 3. Dave Jendro (KTM); 4. Mike Tehro (Hon); 5. Joe Tromberg (Hon).

OPEN B: 1. Jeff Hilbrandt (KTM); 2. Dave Jendro (KTM); 3. John Larson (Hon); 4. Joe Tromberg (Hon); 5. Rinehold Schmedly (BSA).

250 B: 1. Darrin Chelin (Hon); 2. Jason Larson (Yam); 3. Mark Deal (Yam); 4. Jay Tromberg (Yam); 5. Mike Ledin (Yam).

NOV: 1. Roger Powers (Hon); 2. Craig Olson (Hon); 3. Doug Deering (Hon); 4. Gary Gooden (Suz); 5. Todd Lind (Yam)

MINI: 1. Matt Powers (Kaw); 2. Adam Henrichs (Hon); 3. Scott Jendro (Kaw).

Maple moves at AZ vintage MX

By Mickey Wood

PHOENIX, AZ, FEB. 28

Gene Maples won the Intermediate class this weekend when the Arizona Vintage Dirt Racers Assn. (AVDRA) visited Phoenix Raceway Park for round three of its 1994 MX championship. The course utilized a Mickey Thompson-like stadium section which combined with the normal course to make one long racetrack; lap times were in the two-minute, 30-second range. There were plenty of large jumps, but no real supercross obstacles on the GFI-prepared course.

The first Intermediate moto got underway with Suzuki rider Darren Curtis leading the way until his machine stopped on the course and dropped him to the rear; it was later discovered that a faulty killbutton had shorted. With Curtis out of the way, Maples cruised to the win over Tom Seagroves' Husqvarna.

Curtis got his problem fixed and dominated the second go-around - this time Yamaha YZ360 rider Ed Zoren and Maples followed him across the finish line. Maple's 1-3 gave him the clear overall win ahead of Seagroves' 2-6 tally. Curtis (8-1) led a four-way tie for third place with a better second-moto finish.

Other AVDRA action saw David Boydstun battle hard with Kevin Krugh early in each moto, then pull away to comfortable double-moto wins in the Expert class. Ricky Anderson swept the Novice class for the second time in a

row, this time earning a transfer into the Intermediates. In the Four-Stroke class, Craig Skinner grabbed the gold.

Results

EX: 1. David Boydstun (Bul); 2. Kevin Krugh (Hus); 3. Rick Hinchliff (Hus).

INT: 1. Gene Maple (Mai); 2. Tom Seagroves (Hus); 3. Darren Curtis (Suz); 4. Ed Zoren (Yam); 5. Ken Lusk (CZ).

NOV: 1. Ricky Anderson (Suz); 2. Chris Reed (CZ); 3. Michael Johnson (Hus); 4. Mike Bower (KTM).

4-STRK: 1. Craig Skinner (BSA); 2. John Scott (Tri); 3. David Chrone (Duc).

No dabs for Darrow at PTTS Vintage Trial

By John Silva

AUBURN, CA, MAR. 5

Premier Heavyweight Advanced rider Steve Darrow posted a clean ride and a perfect score, besting Premier Lightweight winner Ken Marecak at the Mammoth Bar OHV area during the second event in the 1991 Pacific International Trials Society Vintage/Beginner Series.

Ten sections were offered, many of which featured up to four splits, sending the riders to lines of varying difficulty. The majority of the sections wound up and down the clay hillsides, with the rest on a short loop that traced through the sand near the American River. Rain showers the previous night made for muddy places in some sections; competitors hunted for traction on more than a few slick climbs. On the other hand, the added moisture made the deep sand of sections five and six much easier to negotiate. The scattered assortment of granite boulders provided the best traction except where they became covered with a thin coat of greasy clay by the competitors' passing tires.

Mud was not a problem in the parking lot, as the entire staging/parking area had recently been re-graveled with some heavy-duty stones. Of course, the river provided plenty of running water. The PITS club did their part to keep the waters pure by placing hay bales in strategic stream-side locations to filter out any sediments.

Section three was particularly interesting and drew a fair-sized gallery of spectators; the location also offered a view of the rider's descent down neighboring section four. Just past the start gate of section three riders entered a stream-bed and continued upstream through small jumbled boulders for most of the section's length. Points lost here were the deciding factor in several close contests.

One such contest was the Modern Classic Advanced class as Bill Scarlett and Rocky Robinson emerged from three loops tied with 17 points each. Scarlett got the nod by virtue of his 22 cleans versus 20 for Robinson. The Modern Classic Intermediate class was just as close, with Steve Rasmussen and Dennis Thompson dropping only three points apiece. The blue ribbon went to Rasmussen with 28 clean sections versus 27 cleans for second-place Thompson.

The Junior Advanced division did battle on the tough "two" line, with Justin Oakley beating Jeremy Appel by a mere five points, 19 to 24 points, respectively. The Junior Intermediate set was championed by Yamaha-mounted Greg Erwin, who cleaned 29 sections and dropped only three points for the entire day. In the Novice ranks, Lance Rose impressed all on his little 50cc machine by carding a perfect score of zero to top the class.

Results

PREM H/W ADV: 1. Steve Darrow.

PREM H/W RIGID ADV: 1. Ira Shaw.

PREM L/W ADV: 1. Ken Marecak.

MDERN CLSSC MSTR: 1. James Porter; 2. Tony Sagala; 3. Keith Oakley.

MDRN CLSSC ADV: 1. Bill Scarlett; 2. Rocky Robinson; 3. Chad Gilzean.

MDRN CLSSC INT: 1. Steve Rasmussen; 2. Dennis Thompson; 3. Jeff Gibbs.

MDRN BK MSTR: 1. Dan Davis; 2. Jim Winter; 3. Dan Neilson.

MDRN BK ADV: 1. Jim Hickman; 2. Philippe Geslin; 3. Karen Oswald.

MDRN BK INT: 1. John Silva; 2. Becky Gansberger; 3. Joann Galbreath.

JR ADV: 1. Justin Oakley; 2. Jeremy Appel.

JR INT: 1. Greg Erwin; 2. Andy Johnson; 3. Robbie Rasmussen.

JR NOV: 1. Lance Rose; 2. Brandon Rose; 3. Tara Oswald.

Spencer slams competition at San Jose Short Track

By Mindyz Mac

SAN JOSE, CA, MAR. 5

Rod Spencer powered his Honda to the front of the pack to win the 100cc Modified Expert in the final round of the Saturday night Barn Burner Indoor Race Series at the Santa Clara County Fairgrounds.

At the start it was Paul Iwanaga who grabbed the holeshot and took the lead, pursued by Spencer and John Hlebo. By the third lap of the 12-lap main, Spencer had worked his Honda past Hlebo to take over the second position, and began to put pressure on Iwanaga. Iwanaga wasn't about to give in, and he and Spencer began to trade paint while they battled for the lead. Hlebo wanted in on the action and got right beside Spencer more than a couple of times, but could not get by him. Spencer had his eyes set on the win and the $500 purse. Finally on the ninth lap, Spencer took over the lead only to be repassed by Iwanaga and Hlebo on the 10th lap. Then on the final lap, Spencer shoved Iwanaga off the groove to take the win, and Hlebo also got by for second place.

Action in the 100cc Modified Novice class saw David Morgan get the jump on the competition to take over the lead. Morgan was followed by Tim Hodge and Craig Gonzales, with both riders keeping the heat on Morgan. Behind the lead trio, the race for fourth place was close between John Fontanetti and Lynette Wosick, with the pair staying inches apart. By the halfway point the race was still up for grabs as the top five riders were wheel-to-wheel, but it was apparent that no one was going to make a mistake. Morgan went on to take the win in one of the smoothest races of the night, with Hodge finishing second and Gonzales finishing third.

Racing in the 100cc Novice Stock class was a wire-to-wire win for Morgan. He stole the holeshot at the beginning of the race and never looked back as he went on to take his second win of the night. Morgan was chased across the line by Roy Rose and Dan Phillips.

Results

50 BEG: 1. Brad Spencer; 2. Rodney Spencer; 3. Trevor Dohiak; 4. Sam Clark; 5. Mike Rush.

50 INT: 1. Anthony Maniglia; 2. Joshua Swanson; 3. Chris Burnett.

50 ADV: 1. Johnny Ripley: 2. Adrien Figueroa; 3. Eric Carrillo.

WMN: 1. Lynette Wosick; 2. Jill Rudy; 3. Michelle Lineaweaver; 4. Laura Johnson; 5. Vicki Wosick.

80 YTH: 1. Eric Carrillo; 2. Joshua Moreali; 3. Jesse Yankel.

VET EX: 1. Paul Iwanaga; 2. Joe Carrera; 3. Troy DeHerrera; 4. Jack Jensen; 5. Butch Cochran.

80 ADULT: 1. Bill Ripley; 2. Butch Cochran.

100 NOV STK: 1. David Morgan; 2. Roy Rose, 3. Dan Phillips; 4. Kenny Noyes; 5. Tony Rose.

100 MOD JR: 1. Anthony DeMario; 2. Steve Hlebo; 3. Paul Ungars; 4. Shawn Raggio; 5. Tim Alarcon.

100 STK JR: 1. Anthony DeMario; 2. Roger Sanchez; 3. Bill Ripley; 4. Shawn Raggio; 5. Phil Cascio.

100 STK EX: 1. Paul Iwanaga; 2. Joe Carrera; 3. Kerry Puccio; 4. Gordon Rudy; 5. Rob Damron.

100 MOD NOV: 1. David Morgan; 2. Tim Hodge; 3. Craig Gonzales; 4. John Fontanetti; 5. Lynette Wosick.

UNDER 16: 1. Gary Rogers; 2. Kenny Noyes; 3. Jason Jensen.

VET NOV: 1. Roy Rose; 2. Dan Phillips; 3. Ray Weber.

VET JR: 1. Tim Alarcon; 2. Paul Ungars; 3. Roger Sanchez.

100 MOD EX: 1. Rod Spencer; 2. John Hlebo; 3. Paul Iwanaga; 4. Craig Rogers; 5. Troy DeHerrera.

Harker hauls at LA County vintage Motocross

By Matt Hilgenberg

PALMDALE, CA, MAR. 6

Louis Harker won three of his four motos to earn two class victories at round two of the American Historic Racing Motorcycle Assn. (AHRMA) Western Regional MX Series at LA County Raceway. Harker swept the 30+ Intermediates, then turned in a 2-1 performance to earn the 500cc Intermediate title.

California Racing Club (CRC) hosted the event, which was run under skies threatening showers in the area, but the entire event ran without significant rain, which arrived as the last cars were filing out of the park after the trophy presentation. There were 136 entries for this event which was also the AHRMA SoCal Series opener.

Ossa Phantom rider Tim Morton, who was competing in his first-ever vintage MX, had to play second fiddle to Harker in the 30+ Intermediates, despite leading the second moto until the midway point in the event, when Harker pulled alongside over the finish line tabletop jump, then went around the outside of Morton to claim the lead and eventual victory. Keith Lynas, on another Phantom, was third overall in the 13-rider field with a 3-3 day.

Bill Clem, riding his KTM 400 for the second time, topped the 14-rider 500cc Intermediate first moto with Harker in second and CZ-mounted Randi Perkins third. In moto two, Harker came up with the win over Maico rider Greg Blazek and Clem, which made the final standings Harker, Clem and Blazek (6-3); Perkins had trouble in moto two which dropped him to eighth overall.

There was a 1-2 Ossa Stiletto sweep in the Premier Lightweight II Novice division, with Verne Elmore leading the way in both motos over Phil Benedict; Greeves rider Bill Samstag was third overall.

Ed Ho and Klemm Research's John Greenway had a fierce battle in the 30+ Expert division with Greenway narrowly winning both motos. Moto two was the better race, with Terry Altmann leading the way until he was slowed momentarily by a lapped rider, which allowed Ho to zip past. A lap later, Greenway also got by Altmann, then caught up to Ho and made a banzai pass two turns from the finish to clinch the victory.

Rick Lundgrem (66P) chased Ed Ho (19Z) in 30+ Expert action at the AHRMA Vintage MX at Los Angeles County Raceway. Ho ran second to John Greenway, and Lundgrem was third.

Results

125 NOV: 1. Rex White (C-A); 2. John Gulliford (Ric); 3. Joel Hansen (Yam); 4. Armen Clawson (Kaw).

125 INT: 1. Zach Halopoff (Hon); 2. Mitchell Craig (Hon); 3. Lee Fabry (Yam); 4. Keith Lynas (Ossa); 5. Ron Renzulli (Hon).

125 EX: 1. Howard Rantz (Hon); 2. Scott Davis (Hon); 3. David Fisher (Hon); 4. John Lundgren (Bul).

250 NOV: 1. Rex White (Hon); 2. Joe Lorenzen (Ossa); 3. Verne Elmore (Ossa); 4. Brian Duane (Mai); 5. Don Beese (Hon).

250 INT: 1. Tim Morton (Ossa); 2. Eric Harrison; 3. Greg Blazek (Hon); 4. Vic Curti (Ossa); 5. Keith Lynas (Ossa).

250 EX: 1. Tim Nash (Hus); 2. John Greenway (Hon); 3. John Lundgren (Bul); 4. David Fisher (Kaw); 5. Howard Rantz (Hon).

500 NOV: 1. Steve Fish (CZ).

500 INT: 1. Louis Harker (CZ); 2. Bill Clem (KTM); 3. Greg Blazek (Hon); 4. Lloyd Boland (CZ); 5. Rich Smith (Mai).

500 EX: 1. Tim Nash (Hus); 2. Ed Ho (Mai); 3. Rick Lundgren (Hus); 4. Craig Ivelli (Hus); 5. Terry Altmann (CZ).

OPEN TWIN EX: 1. Scott Dunlavey (Che-Tri); 2. Jack Asmus (BSA).

WOMEN INT: 1. Ginger Hilgenberg (Bul).

+30 NOV: 1. Dante Sorrenti (Mai); 2. Brian Duane (Mai); 3. Don Beese (Hon); 4. Jack Alvarado (Hus); 5. Chris Frei (Hon).

+30 INT: 1. Louis Harker (CZ); 2. Tim Morton (Ossa); 3. Keith Lynas (Ossa); 4. Jim Buckingham (CZ); 5. Gary Hengevel (Hus).

+30 EX: 1. John Greenway (Hon); 2. Ed Ho (Mai); 3. Terry Altmann (CZ); 4. Rick Lundgren (Hus); 5. Mark Brooks (Yam).

+40 NOV: 1. John Gulliford (Mon); 2. Willie Nash (Suz); 3. Russell Heck (Hus).

+40 INT: 1. Keith Petrangelo (BSA); 2. Charlie Beck (Mai); 3. Vic Curti (Ossa); 4. James Hallock (Suz); 5. Rich Smith (Mai).

+40 EX: 1. Ron Melton (Ossa).

+50 NOV: 1. Wayne Rantz (Suz); 2. Bruce Chasmer (Hus); 3. Paul Elmore (BSA).

+50 INT: 1. Dennis Tooman (Hon); 2. Ron Clawson (Mai).

PREM LTWT NOV: 1. Bill Samstag (Gre); 2. Phil Benedict (BSA).

PREM LTWT INT: 1. Len Anderson (Tri).

PREM LTWT II NOV: 1. Verne Elmore (Ossa); 2. Phil Benedict (Ossa); 3. Bill Samstag (Gre).

PREM LTWT II EX: 1. John LeFevre (Hus); 2. Matt Hilgenberg (Tri).

PREM 500 EX: 1. Matt Hilgenberg (Ric).

PREM 500 II EX: 1. John LeFevre (Hus).

PREM OPEN TWIN INT: 1. Gerald Rogers (AJS).

Kritzer overpowers Oakdale MX

By Tim Quinn

OAKDALE, CA, MAR. 6

Dennis Kritzer picked up the win in the 125cc Intermediate class during round five of the CMA/Biefffe USA California Winter Series MX at Oakdale's Pioneer Arena.

At the start of moto one in the 125cc Intermediate class, Jason Jenkins led to the first corner. He was followed by Brian Noe, Kritzer, Anthony Alves and Carl Baker. On lap two, Kritzer had begun to work toward the front. His first victim was Noe. Baker was also intent on passing. He applied pressure to Alves and almost threw the bike away, recovering to hold fifth. Though Jenkins continued to lead, Kritzer and Noe had traded positions again. Determined to grab the lead, Noe made his move in a turn and took it, leaving Jenkins to battle with Kritzer. All the while, Baker had been charging to the front. The running order at the midway point was Noe, Jenkins, Kritzer, Baker and Alves.

Baker kicked out the stops on the fourth lap by making passes on Kritzer and Jenkins to take second. On the fifth lap, Baker took the lead from Noe. When the white flag came out for the final lap, Baker looked as if he had it in the bag, but he dropped his bike, falling back to fourth before he could get going again. The last lap was exciting, to say the least. Noe held first, Jenkins was second, Kritzer third, Baker fourth, and Alves completed the top five. Baker tried to pass Kritzer, but Alves quickly went by them both and Baker then fell way back. At the end of moto one, Noe took the win followed by Jenkins, Alves, Kritzer, and Craig Humphrey.

Kritzer holeshot the second moto. This time, Willie Miller ran second, Noe held third, Humphrey fourth and Saul Smoak was fifth. Jenkins had gotten a miserable start and was back in the pack.

Things would stay calm until the fourth lap when Jenkins made a move on Smoak to take over fifth. Kritzer was dominant in moto two and had opened up a lead on the field. The rest of the pack was left to decide the other placings. Humphrey looked very strong in moto two and began to make his move, passing Noe for third. Jenkins also saw an opportunity to pass Noe, but came up short. At the checkered it was Kritzer, Miller, Humphrey, Noe and Jenkins, with the overall win going to Kritzer by virtue of his 4-1 moto scores. CN

Results

50 BEG (0-8): 1. Jonathon Withrow (Yam); 2. Nick Moore (Itj); 3. Adrien Figueroa (Yam); 4. Hitman Fuller (Yam); 5. Dustin Johnson (Yam).

50 BEG (9-11): 1. William Walton (Yam).

50 NOV (0-8): 1. Cory McDaniel (Yam).

P/W 80: 1. Jeff Fajardo (Yam).

60 BEG (0-8): 1. Adrien Figueroa (Kaw); 2. Zachary Flores (Yam); 3. Stephan Metcalf (Kaw).

60 BEG (9-11): 1. Logan Masterson (Kaw); 2. Jason Waite (Kaw); 3. Donovan Styles (Kaw); 4. James Wright (Kaw); 5. Tyson Tiago (Kaw).

60 NOV (0-8): 1. Kellen Chadwick (Kaw); 2. Nick Davis (Kaw); 3. Cory McDaniel (Kaw).

60 NOV (9-11): 1. Christopher Loredo (Kaw); 2. Aaron Casados (Kaw).

80 BEG D-1: 1. Kurt Long (Hon); 2. Clint Reif (Hon); 3. Chris Buckreus (Suz); 4. Joe Archutowski (Hon); 5. Art Duarte (Suz).

80 BEG D-2: 1. Justin Cain (Kaw); 2. Daniel Cox (Yam); 3. Tom Markey (Kaw); 4. Lee McLaughlin (Yam); 5. Jason Waite (Yam).

80 B/W: 1. Chris Porter (Kaw); 2. Jerry Beremeyer (Kaw); 3. Danny Deslierres (Kaw).

80 NOV: 1. Michael Patterson (Kaw); 2. Nick McBride (Kaw); 3. Derek Brush (Hon); 4. Danny Ornelas (Suz); 5. Graham Farmer (Hon).

80 INT: 1. Jess Medley (Hon).

125 BEG D-1: 1. Nick Pappas (Kaw); 2. Zane Reif (Hon); 3. Shawn Mietz (Suz); 4. Allen Keefe (Hon); 5. John Self (Hon).

125 BEG D-2: 1. Dave Dunn (Kaw); 2. Jassen Smith (Suz); 3. Brandon Hamilton (Yam); 4. Bryan Gill (Yam); 5. Howard Buhlert (Hon).

125 NOV: 1. Darin Polsley (Hon); 2. Mike Hartman (Kaw); 3. Eddie Benson (Hon); 4. Wade Speyer (Kaw); 5. Keith Verdin (Hon).

125 INT: 1. Dennis Kritzer (Hon); 2. Bryan Noe (Suz); 3. Jason Jenkins (Hon); 4. Craig Humphrey (Suz); 5. Rick Alves (Yam).

250 BEG: 1. Nick Pappas (Kaw); 2. Bill Bruton (Yam); 3. Tim Stroup (Suz); 4. Blaine Kissinger (Kaw); 5. Scott Lacrosse (Yam).

250 NOV: 1. Joe Vella (Kaw); 2. Matt Styles (Hon); 3. Chris Platero (Suz); 4. Mike McCloud (Kaw); 5. Jeff Molina (Hon).

250 INT: 1. Carl Baker (Kaw); 2. Rick Alves (Yam); 3. Willie Miller (Hon); 4. Craig Humphrey (Suz); 5. Geoffrey Woods (Kaw).

250 PRO: 1. Pat Gomm (Yam); 2. Irv Achziger (Kaw); 3. Brad McLennan (Hon).

500 BEG: 1. Gerhard Schreiber (Hus); 2. Greg Lepesh (KTM); 3. Anthony DiBasilio (Hon).

25-29 BEG: 1. Andrew Mynatt (Hon); 2. Don Hodgson (Hon); 3. Tony Langone (Hon); 4. Mike Taylor (Kaw); 5. Dean Lonskey (Suz).

25-29 NOV: 1. Kraig Walker (Kaw); 2. Bob Pimentel (Hon); 3. Jaime Theiler (Yam); 4. Ted Pippin (Kaw); 5. Tim Weberling (Hon).

25-29 INT: 1. Geoffrey Woods (Kaw).

VET BEG: 1. Gerhard Schreiber (Hus); 2. Todd Thomas (Hon); 3. Scott Krunic (Hon); 4. Mark Johnson (Yam); 5. Greg Abell (KTM).

VET NOV: 1. Ron DiBasilio (Yam); 2. Dave Henderson (Suz); 3. Joe Madison (Hon); 4. Paul Montgomery (Kaw); 5. John Traverso (Yam).

VET INT: 1. Richard Tiago (Hon); 2. Craig Lane (Kaw).

VET PRO: 1. Mickey O'Shaughnessy (Hon); 2. Irv Achziger (Kaw); 3. Steve Lawrence (Hon).

OT NOV: 1. Leroy Smith (Yam); 2. Russ Paden (Yam); 3. Vance Buckreus (Suz).

OT INT: 1. Ted Netti (Kaw).

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80 MINICYCLE STK. 12-13
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World Championship Road Race Series
3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

World Championship Superbike Road Race Series
5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/29 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Sentul, Indonesia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/2 Jerez, Spain, Rnd 11
10/30 Phillip Island, Australia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

World C'ship 125cc MX Series
3/27 Bra, Italy, Rnd 1
4/10 Chaulieu, France, Rnd 2
4/24 Guaruja, Brazil, Rnd 3
5/1 Vila Santa Cruz, Arg., Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

World C'ship 250cc MX Series
3/20 Jerez, Spain, Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
4/24 Montevarzhi, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

World C'ship 500cc MX Series
4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

World Championship Supercross Series
10/15 Atlanta, GA, U.S., Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

World C'ship Enduro Series
4/17 Tortosa, Spain, Rnd 1
5/15 Servieres le Chateau, Fra., Rnd 2
5/22 Bergamo, Italy, Rnd 3
6/12 Uppsala, Sweden, Rnd 4
6/19 Jamsa, Finland, Rnd 5
7/24 Kaposvar, Hungary, Rnd 6

World C'ship Trials Series
4/17 Kilbroney, Ireland, Rnd 1
4/24 Hoghton Towers, Eng., Rnd 2
5/15 Bilstain, Belgium, Rnd 3
5/22 Osnabruck, Germany, Rnd 4
6/5 Nepomuk, Czech Rep., Rnd 5
6/12 Breal S. Montfort, France, Rnd 6
6/26 Donner Pass, CA, U.S., Rnd 7
7/10 Viella, Spain, Rnd 8
7/17 Caredine, Italy, Rnd 9
7/24 Biasca, Switzerland, Rnd 10

Motocross des Nations
9/11 Roggenburg, Switzerland

International Six Day Enduro
9/20-25 Tulsa, OK

AMA Grand Nat'l C'ship Series
4/23 Sacramento, CA, Rnd 2
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/18 Dallas, TX, Rnd 6
6/25 Lima, OH, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 *Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Tulsa, OK, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

AMA Camel Supercross Series
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

AMA 125/250cc National Championship MX Series
5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

AMA U.S. Superbike Championship Series
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

AMA/CCS C'ship Cup Series
Florida Region
3/19-20 Palm Beach Gardens, FL
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

Southeast Region
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

Mid-Atlantic Region
4/9-10 Bloomingdale, GA
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

Mid-West Region
4/2-3 Topeka, KS
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

Great Lakes Region
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

Great Plains Region
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

South West Region
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

Utah Region
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

North East Region
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

AMA National Championship Enduro Series
3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

AMA Nat'l Championship Reliability Enduro Series
3/19-20 Ozark Nat'l Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Grand National Cross Country Series
3/27 Hurricane Mills, TN, Rnd 3
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

AMA National Championship Hare Scrambles Series
3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info: 614/891-2425

AMA National Championship Hare & Hound Series
4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hillclimb Series
5/15 Middlebury, IN, Rnd 1

6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

AMA/NATC National Championship Observed Trials
3/19 Brooksville, FL, Rnd 1
3/20 Brooksville, FL, Rnd 2
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

Nevada Rally
8/13-20 Las Vegas, NV
Info 619/562-1440

Land of Enchantment Endurance Rally
9/26-30 Clovis, NM
Info 505/985-2374

AMA Loretta Lynn Qualifying Series
Northeast Region
4/2 Hanover, PA
4/9-10 Wallkill, NY
4/23-24 Aquasco, MD
4/23-24 Armaugh, PA
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA
Southeast Region
3/27 Reddick, FL
4/2-3 Kingsport, TN
4/9-10 Sanford, NC
4/16-17 Society Hill, SC
4/23-24 Axton, VA
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL
Southcentral Region
3/26 Tyler, TX
4/17 Great Bend, KS
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX
*** Southwest Region**
6/18 Moreno Valley, CA
*** Midwest Region**
5/29 Hollister, CA
*** Northwest Region**
5/22 Roseburg, OR
Mideast Region
3/26-27 London, KY
4/9-10 Millfield, OH
4/17-18 Stanton, MI
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN
Northcentral Region
4/9-10 Lowes, KY
4/17 Great Bend, KS
4/23-24 Hoopeston, IL
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

AMA Loretta Lynn Nationals
8/8-13 Hurricane Mills, TN
Info 304/594-1157

NMA World Mini Grand Prix
4/8-10 Las Vegas, NV
Info 310/868-8112

NMA Grand National MX Finals
8/2-6 Ponca City, OK
Info 310/868-8112

SCORE Desert C'ship Series
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

Best in the Desert Silver State Series
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

AMA/Prostar Drag Race Series
4/8-10 Commerce, GA, Rnd 2
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

AMA Mid-South C'ship Winter Hare Scrambles Series
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

AMA Mega Series
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

WERA Pro Road Race Series
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

WERA Regional C'ship Series
Mid-Atlantic Region
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV
Southeast Region
3/19-20 Faulkville, GA
3/25-27 Talladega, AL
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
North Central Region
4/2-3 Clermont, IN
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN
Mid-Central Region
4/2-3 Clermont, IN
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN
South Central Region
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

WERA Grand National Final
10/26-30 Braselton, GA
Info 916/582-0451

WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

WERA National Challenge Formula III Series
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

***WERA Nat'l Endurance Series**
3/26 Talladega, AL, Rnd 1
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

WERA National Vintage Series
3/19 Faulkville, GA, Rnd 1
4/2 Clermont, IN, Rnd 2
4/9 Summit Point, WV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

AHRMA Historic Cup Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

BMW Classic Cup Series
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

***AHRMA/Vintage Iron National MX Series**
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

***AHRMA/Classic Bike Magazine Dirt Track Series**
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI

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Sun., Mar. 13	Oatfield	Round 1
Sun., Mar. 20	Hanford	Round 2
Sun., Mar. 27	Hollister	Round 3
Sun., April 10	Oatfield	Round 4
Sun., April 17	Hanford	Final

Info: Oatfield, Hollister (209) 667-7109 Hanford (209) 584-8532

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SRA GP California Schedule
Members / Non Members
March 27 Sunrise Cycle Park
April 24 Carlsbad
Info (714) 957-2985

MOTOWEST RACING ENTERTAINMENT

Sat., March 19	Practice	Hollister Hills
Sun., March 20	MX	Hollister Hills
Sat., April 16	Practice	Hollister Hills
Sun., April 17	MX	Hollister Hills

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MOTOCROSS SERIES
AMA SANCTIONED

STARWEST SUPERCROSS PARK
Lake Perris Fairgrounds
Moreno Valley
California

Sat., Mar. 19 - Spring Series Night Racing (No Lic. Req'd)
Sun., Mar. 20 - Starwest T-Shirt Series (No Lic. Req'd)
Sat., Mar. 26 - Spring Series Night Racing (No Lic. Req'd)
Sun., Mar. 27 - Starwest T-Shirt Series (No Lic. Req'd)

OPEN PRACTICE
Tues. 9:00a.m.-2p.m. & 4:00p.m.-10p.m. Sat. 9:00a.m.-1p.m.
The track is groomed and watered for each session.
Practice Admission is $15.00 per bike, Pee Wee bike $10.00
Includes rider; spectators $4.00

Info Call: **714-855-2707**

Tulare Cycle Park
Tulare, CA Event Calendar

March 19
Open M.X. Practice

March 20
T.T.-Dirt Track (Modern & Vintage)
All Events Motorcycles Only
M.X. Practice 9 a.m. to 2 p.m.
INFO: (209) 685-0503

CRC **California Race Schedule**

100% PRO PAYBACK

Sun., Mar. 20	GP Golden Bear	L.A.C.R.
Sun., Mar. 27	MX	L.A.C.R.
Sun., Apr. 3	MX	L.A.C.R.
Sat., Apr. 9	MX Oldtimers Central Nat'l	L.A.C.R.
Sun., Apr. 10	MX Oldtimers Central Nat'l	L.A.C.R.
Sun., Apr. 10	MX	Glen Helen

CRC Info (805) 272-8889

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

*AHRMA Midwest MX Series
4/3 Casey, IL
5/21 Grattan, MI
6/4 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

*AHRMA NorCal MX Series
3/20 Livermore, CA
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

AHRMA Northeast MX Series
4/30 New Egypt, NJ
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 715/842-9699

AHRMA Rocky Mountain MX Series
3/27 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/9-10 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

AHRMA SoCal MX Series
4/10 San Bernardino, CA
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info: 714/897-8265

AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

NETRA Championship Hare Scrambles Series
4/17 Monticello, NY
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

NMRA Drag Racing Series
4/10 Palmdale, CA
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

SRAC State C'ship Series
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central VIllage, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

*New England Trials Association C'ship
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

American Trials Assn. Series
4/17 Red Mountain, CA
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
9/18 Catus Flats, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

FTR C'ship Enduro Series
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR Championship Hare Scrambles Series
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

SETRA C'ship Hare Scramble Series
4/10 Madison, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

Sabine Enduro Circuit
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info: 615/573-5425

CRA Road Race C'ship Series
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

CRA Spring MX Series
4/10 Malvern, OH
4/24 Linnesville, PA
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-5505

CRA Vintage Motocross Series
4/2 Malvern, OH
4/23 Malvern, OH

5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

CRA Hare Scrambles Series
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

RMEC C'ship Enduro Circuit
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info: 307/742-4136

OMRRA Road Race Series
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

Canadian Supercross Series
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

U.S.B.A. Road Race Series
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

Golden Crown of Baja Off Road Desert Series
3/18-20 Gran Carrera de Sonora Sonora, Mex.
4/29-5/1 Gran Carrera De Mexicali Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

LaPlaya MX GP Series
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

Tucker Rocky MX Championship Series
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

Nor Cal YSR C'ship Series
3/20 Sacramento, CA
4/17 Sacramento, CA
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

South Florida Motocross Winter Series
3/20 Ona, FL
Info 407/333-2356

MTEG Ultracross Series
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

AMA Amateur SX Series
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

AMA Central California Spring MX Series
3/20 Pozo, CA
3/27 Tracy, CA
4/17 Shandon, CA
4/24 San Jose, CA
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/434-3579

AMA No. California Enduro & Qualifier Classics
4/17 Navarro, CA
4/23 *Minden, NV
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 209/368-5456
* Qualifier

Southeastern Trials Riders Assn. Series
4/9-10 Palmetto, GA
4/23-24 Fairview, NC
5/14-15 Crossville, TN
6/4-5 Alpharetta, GA
6/11-12 Carrollton, KY
7/16-17 Gainesville, GA
9/24-25 Berea, KY
10/15-16 Huntsville, AL
10/29-30 Jasper, TN
Info 404/928-4872

Bieffe USA, CMA California Winter Series
Finale
3/20 Hollister Hills, CA
Info 209/673-8080

Sound of Thunder Four-Stroke Series
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Seattle, WA
Info 909/985-1287

AFM Road Race Series
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

WSMC Road Race Series
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
3/19 Rosamond, CA
4/2 Rosamond, CA
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

International Old Timers MX Assn Nationals
4/9-10 Palmdale, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AL., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

Motor Sports of America Short Track Championship Series
5/4 Hope, AR
5/14 Missoula, MT
5/28-29 Scottsbluff, NE
11/5 Evansville, IN

Central Arizona Trials Series
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

MRA Road Race Series
5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

Motorcycle Asphalt Racing Series
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
3/20 Colton, CA
4/16-17 Newhall, CA
4/30-5/1 Death Valley, CA
5/15 Gorman, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Mojave, CA
8/20-21 Huntington Lake, CA
9/11 Saugus, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
10/23 Anza, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info: 818/249-2141

California Trail Rides Dual Sport Series
5/15 Hungry Valley, CA
4/30-5/1 Lone Pine, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
8/20-21 Huntington Lake, CA
10/2 Big Bear, CA
10/8-9 Bishop, CA
Info 714/992-9291

CMMC Mini Nationals
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

WIMSA MX Series
3/27 Moreno Valley, CA
4/23 Moreno Valley, CA
5/7 Moreno Valley, CA
Info 909/659-4754

MARCH

S	M	T	W	T	F	S
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Don't Miss It!
J&S Promotions Presents
CARNEGIE MOTOCROSS
Sunday, March 27, 1994
Round 2 AMA D-36 Central California Spring Motocross Series
$500 Pro Purse!
Contingencies For Everyone!
Trophies!
Carnegie SVRA, Tracey, California
1st Place IRC M5B Tires
2nd Place Smith Goggles
3rd Place Scott Goggles
For Info Call (510) 455-1318

TECATE 250K ENDURO
"Dedicated to the memory of Harry Falkenthal"
March 26, '94
Only 100 spaces left!
Don't let this opportunity to conquer the trails of tecate pass you by. Avoid post entry fees, Enter by March 19!
Ride the Legend - Enter Now!
For Information or Entries Call: Jerry DeBerry 619-281-1400 Days or Bob Roedell 619-697-3090 Eves.

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933
April 1 Regular Season Begins
April 8 Handicap & Scratch Racing
April 15 Handicap & Scratch Racing
April 22 Handicap & Scratch Racing

GLEN HELEN
EVENT CALENDAR
Sat., Mar. 19 MTEG Sportsman Off-Road Series
Sun., Mar. 20 MTEG Sportsman Off-Road Series
Sun., Mar. 20 Micro-Sprint Practice
Sat., Mar. 26 Glen Helen/Prairie Dog Grand Prix
Sat., Mar. 26 Micro-Sprint Races
Sun., Mar. 27 Glen Helen/Prairie Dog Grand Prix
Sun., Apr. 3 MX Practice-two tracks
WHAT'S HAPPENING
1994 GLEN HELEN GRAND PRIX NIGHT RACE
Glen Helen season gate pass to night race winner. Race entry for night race only $15.00
PRACTICE INFO:
Thurs. Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 12pm-1pm
Sat. Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track
Track Watered and Prepped for Each Practice
No MX Practice on Sand Drag or MTEG Weekends
RACE HOTLINE: (909) 880-1733

Old Timers MX Association Race Schedule
Sat. & Sun. Mar. 19&20 Sunrise MX
Old Timers MX Winter National
Sunday, March 27 L.A. County MX
For Information Call (714) 633-9503

GFI RACING (909) 371-3434
Sat., Mar. 19 GFI Super Sat. Morn. MX Perris
Sat., Mar. 26 GFI Super Sat. Morn. MX Perris
Sat., Apr. 2 GFI Super Sat. Morn. MX Perris
Sat., Apr. 9 GFI Super Sat. Morn. MX Perris
A RIDER FOR THE RIDERS

County of Santa Clara, CA
MOTORCYCLE PARK
• 600 acres containing over 20 miles of beginner to advanced trails.
• Watered and groomed motocross and ATV tracks.
• Novice/beginner motocross and oval tracks.
• Two combined motorcycle and ATV tracks.
• Paved parking and shaded picnic sites.
• Park visitor center with exhibits and replacement parts sales.
For more information call: (408) 972-0810

WHAT'S YOUR PROBLEM?
Tell it to the editor, write him a letter.

MIDWEST RACING ASSOCIATION
1994 CHAMPIONSHIP MOTOCROSS SERIES
Racing every Friday Night at Milan Cycle City Milan, MICHIGAN Starting on April 22nd
Open Riding at Milan every Wednesday Starting on 4-20
Racing every Saturday Night at Delta Raceway, Delta, OHIO starting on April 23rd
Sunday racing at Delta on 4/17, 5/1 & 29, 7/9 & 10, 10/2 & 16
OHIO STATE CHAMPIONSHIP May 1st sponsored by HONDA, YAMAHA, SUZUKI EAST of Toledo
VETERANS CLASSIC May 29th, sponsored by Dave Bowman's Small Displacement & JT Racing
SEPARATE PEE-WEE TRACKS
$57,600 SUZUKI TRI-STATE CHALLENGE
for more information
CALL
313-289-2100

Give him the ride of his life.

This is Matthew. He's pretty much like most 6-year-olds. He likes to play catch with his dad. He has a pet mouse (the one he's holding) named Hearty. And sometimes he gets in trouble for teasing his brother.

Two years ago, Matthew was diagnosed with a brain tumor. Brain tumors kill more children in this country than any other disease. Matthew knows this. But he has hope.

Much of this hope has come from the thousands of motorcyclists across the country who have helped fund the fight against childhood brain tumors through the Ride For Kids Foundation. You can help by participating in a Ride For Kids near you. Call (800) 673-7220, or see your local Honda dealer, for details.

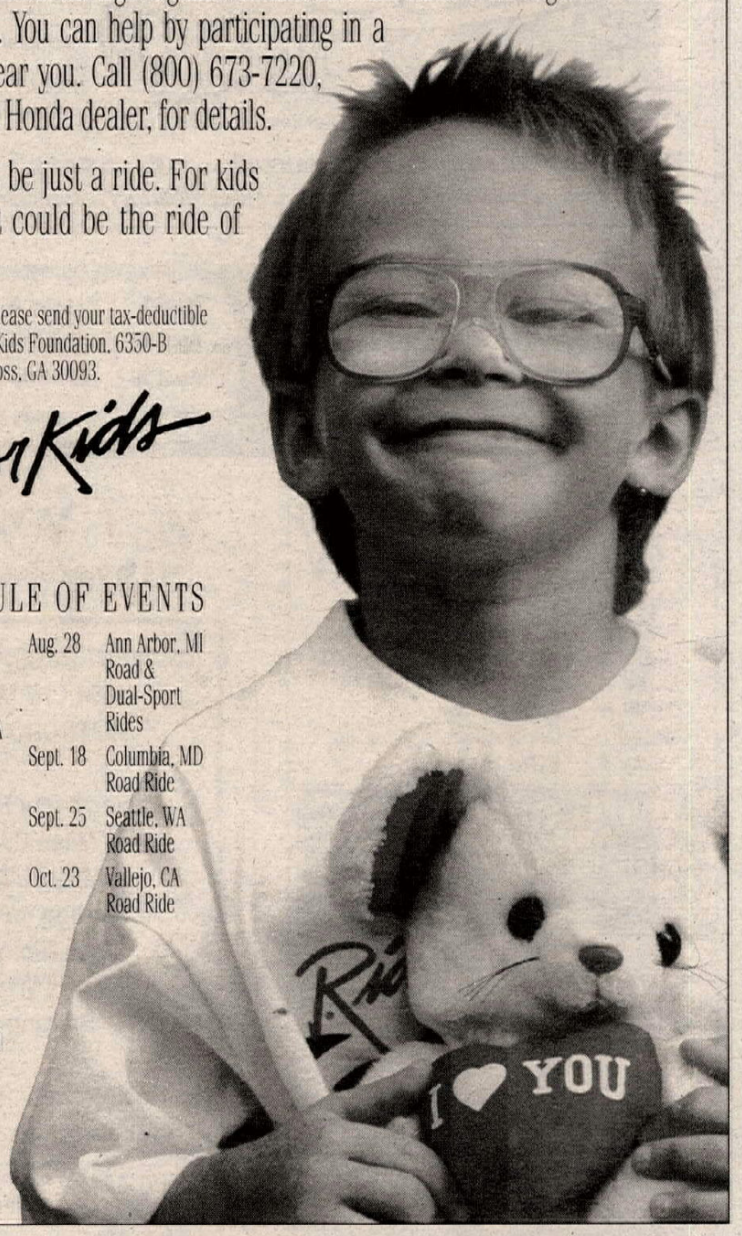
For you it might be just a ride. For kids like Matthew, it could be the ride of their lives.

If you can't participate, please send your tax-deductible donation to the Ride For Kids Foundation, 6350-B McDonough Drive, Norcross, GA 30093.

Ride for Kids®

1994 SCHEDULE OF EVENTS

March 20	Colton, CA Dual-Sport Ride	Aug. 28	Ann Arbor, MI Road & Dual-Sport Rides
March 27	Dana Point, CA Road Ride	Sept. 18	Columbia, MD Road Ride
April 17	Houston, TX Road Ride	Sept. 25	Seattle, WA Road Ride
June 5	Atlanta, GA Road & Dual-Sport Rides	Oct. 23	Vallejo, CA Road Ride
June 25	Asheville, NC Road Ride (Honda Hoot, HRCA National Rally)		
July 10	Oakbrook, IL Road Ride		
Aug. 14	Harriman, NY Road Ride		



HI-MOUNTAIN MOTOCROSS
SUNDAY
MARCH 20, '94
CENTRAL COAST CYCLES
805/928-2050
WESTCOAST POWERSPORTS
805/237-9277
SLO CITY CYCLES
805/541-1741

RACING ENTERPRISES
For Info Call (619) 484-1441
Saturday, March 19
Craig Breihan Memorial Motocross - Carlsbad
Saturday, March 26 Motocross - Carlsbad
Southern CA Veterans Cup Series - Carlsbad
Sat., April 2 Round #1
Sat., April 9 Round #2
Sat., April 16 Round #3
Sat., April 23 Round #4
Saturday & Sunday, May 14 &15
Commotion By The Ocean VII - Carlsbad

L.A.C.R. Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1994 Motocross & Gran Prix Schedule

Mar. 20	L.A.C.R.	CRC GP Golden Bear
Mar. 27	L.A.C.R.	CRC MX
April 3	L.A.C.R.	CRC MX
April 9	L.A.C.R.	MX (Oldtimers Central Nat'l)

Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

CMC RACE MARCH 20
TEMECULA MOTORSPORTS PARK
New Moto-X track Designed by Karl Scanlan
New High Bank Dirt Oval
New Peewee Track Now Open
Come Practice and Race at California's Newest track
Both tracks watered and prepped by Karl Scanlan
Open Practice March 16,18,19,23,25,26
Practice times 8:00 to 4:00
Practice fee $15.00 for More Info Call 909-698-4800

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

APRIL						
S	M	T	W	T	F	S
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

• Denotes Pro Payback

Wed, March 16

CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

March 18-20

TEXAS MOTOCROSS
• 18th Annual GNC International Motocross Final, Lake Whitney Cycle Ranch, Whitney. Info: 817-694-2901.

Fri, March 18

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Sat, March 19

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Craig Breihan Memorial, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA DIRT TRACK
W.S.D.R.A., AMA Pro-Am, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.

CALIFORNIA MOTOCROSS
Shane Trittler Promotions/Winter Warm-Up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS
WSDRA, AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info: 818/335-7412 or (804) 489-2797.

PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS
• Evansville Raceways Inc., Berwick. Info: 717/759-2841.

OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX Track, Woodland. Info: 503/254-6520.

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

TEXAS MOTOCROSS
El Paso Motocross, El Paso County Coliseum, El Paso. Info: 915/857-0215.

March 19-20

ARKANSAS ENDURO
Black Jack Series, Cass. Info: 417/345-6211.

CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS
OTHG Sierra Chapter, Oatfield MX, Turlock. Info: 209/524-1432 or 575-9914.

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Orlando. Info: 407/264-0559.

FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.

OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-2697.

Sun, March 20

CALIFORNIA GRAND PRIX
CRC, Los Angeles County Raceway, "Golden Bear", Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA MOTOCROSS
Motowest Racing Ent. Hollister Hills G.P. Track, Hollister. Info: 408/223-8168 or 637-2073.

CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS
• AMA D-36/CCMA Hi-Mtn Motocross, Central Cal. Spring Series, Rnd 1, Pozo. Info: 805/434-3579.

CALIFORNIA MOTOCROSS
• Bieffe USA, CMA California Winter Series Finale, Hollister Hills. Info: 209/673-8080.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Rnd 2, Hanford. Info: 209/584-8532 or 584-1064.

CALIFORNIA CROSS COUNTRY
Greg Scheid and Associates, Metcalf Park, San Jose. Info: 408/972-8063.

CALIFORNIA ENDURO
AMA Dist. 37/ Prospector M/C, 39th Annual Gold Rush Enduro, Searles Station, Red Mountain. Info: 619/243-4979.

CALIFORNIA MOTOCROSS
• GFI, Spring Series, Rnd 2, Hanford Fairgrounds, Hanford. Info: 209/584-8532.

CALIFORNIA SHORT TRACK
• Robert Sampaulesi, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS
Rojo Productions, Starwest T-Shirt Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

FLORIDA MOTOCROSS
SFMX South Florida Championship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.

GEORGIA MOTOCROSS
• Georgia Spring Fling Series, Echeconnee MX, Macon. Info: 912/788-8227.

KANSAS HARE SCRAMBLES
• K.O.R.R., Sprockets II River Track, Arkansas City. Info: 316/636-5113.

KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.

MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

NEVADA MOTOCROSS
On Trac Events, Silver State Raceway, Carson City. Info: 702/267-4392.

NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.

NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, Raceway Park Championship, Raceway Park Motocross, Englishtown. Info: 908/446-7800.

NEW YORK SCRAMBLES
Square Deal Rider M.C., Mud & snow scrambles, S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.

NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. MX Park, Lenoir. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS
• N.A.M.E., Carolina Winter Series, Montrose Motocross, Raeford. Info: 910/875-3805.

OHIO MOTOCROSS
Treaty City Motorcycle Club, Dist. 11, Clubgrounds, Greenville. Info: 513/548-7197.

OHIO HARE SCRAMBLE
C.R.A., Lightning Raceway, Tippecanoe. Info: 614/922-4775.

OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.

OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.

PENNSYLVANIA SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Farm Show Complex, Harrisburg. Info: 319/462-6011.

PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.

SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Ultra Series #2, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

SOUTH CAROLINA MOTOCROSS
• Chris Boyd, Low Country MX, Hardeeville. Info: 803/757-4226.

TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Dogtown Motocross, Coalmont. Info: 615/692-2360.

VIRGINIA MOTOCROSS
• AMA, Pro-Am Motocross Series, Actiontown, Dillwyn. Info: 804/792-5355.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN SWAP MEET
J&P Promotions, 13th Annual Motorcycle Parts Extravaganza, Dane County Expo Center, Madison. Info: 319/462-6011.

March 25-27

CALIFORNIA ARENACROSS
Mickey Thompson Ent. Group, Anaheim Arena, Anaheim. Info: 714/254-3001.

Fri, March 25

TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

March 26-27

CANADA SWAP MEET
Neveu Productions, Inc., Coliseum Building, Exhibition Place, Toronto, Ontario. Info: 705/778-2275.

KENTUCKY MOTOCROSS
AMA, Yamaha Hillbilly Classic, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MICHIGAN MOTOCROSS
Iron Mustangs, Brighton. Info: 810/229-9719.

Sat, March 26

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA ENDURO
Los Ancianos M/C, Tecate 250K Enduro, El Teserazzo, Baja California. Info: 619/281-1400 or 619/465-7569.

CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.

CALIFORNIA SUPERCROSS
W.S.D.R.A./CMC, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

MARYLAND MOTOCROSS
• AMA, Pro-Am Motocross Series, Budds Creek. Info: 804/792-5355.

MARYLAND MOTOCROSS
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MEXICO ENDURO
Los Ancianos M/C, Tecate. Info: 619/281-1400 or 619/697-3090.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info: 818/335-7412 or (804) 489-2797.

PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA SUPERCROSS
• Evansville Raceways Inc., Berwick. Info 717/759-2841.

Sun, March 27

CALIFORNIA MOTOCROSS
CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Rnd 3, Hollister OHV Park, Hollister. Info: 209/667-7109.

CALIFORNIA MOTOCROSS
• GFI, Spring Series, Rnd 3, Hollister Hills, Hollister. Info: 209/667-7109.

CALIFORNIA MOTOCROSS
WIMSA, Starwest Supercross Park, Moreno Valley. Info: 909/659-4754.

CALIFORNIA MOTOCROSS
Rojo Productions, Starwest T-Shirt

Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
CALIFORNIA MOTOCROSS
AMA D-36/J&S Promotions, Central Cal. Spring Series, Rnd 2, Carnegie SVRA, Tracey. Info: 510/455-1318.
CALIFORNIA GRAND PRIX
SRA, Surise Cycle Park, Adelanto. Info: 714/957-2985.
FLORIDA MOTOCROSS
SFMX South Florida Championship Series, County Line, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
AMA/Loretta Lynn Qualifier, Motocross of Marion Co., Reddick. Info: 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Georgia Spring Series, Bremen MX, Bremen. Info: 404/941-8464.
ILLINOIS SWAP MEET
J&P Promotions, 10th Annual World's Largest Indoor Swap Meet & Super Series Bike Show, McCormick Place North Building, Chicago. Info: 319/462-6011.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.
KANSAS MOTOCROSS
K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.
KANSAS MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Spring Classic Series, Northeast Kansas MX, Westmoreland. Info: 913/456-2516.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, $7,500 Pro Challenge, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MARYLAND HARE SCRAMBLES
Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MISSOURI MOTOCROSS
• M.R.A./ Forsyth Ranch, Long Lane. Info: 417/345-5621.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEVADA MOTOCROSS
• Nevada Old Timers/CMC, Fernley Int'l Raceway, Fernley. Info: 7092/322-4311.
NEW MEXICO MOTOCROSS
• New Mexico Competition Club, Moriarty Motocross Track, Moriarty. Info: 505/888-7312 or 896-0200.
NORTH CAROLINA ENDURO
SE&TRA Brown Mountain Lights Enduro, Lenoir. Info: 704/872-1820 or 483-6833.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA HARE SCRAMBLES
Orleans Lions Club, Orleans. Info: 308/928-2503.
OHIO MOTOCROSS
Dist. 11/Treaty City Motorcycle Club, Clubgrounds, Greenville. Info: 513/548-7197.
OHIO MOTOCROSS
• AMA/Athens Motorcycle Club, Athens. Info: 614/592-1692.
OHIO HARE SCRAMBLE
Mansfield M.C. Club/C.R.A., Mansfield. Info: 419/524-1347.
OHIO MOTOCROSS
• C.R.A., Malvern Motosport Park, Malvern. Info: 216/262-4945.
OKLAHOMA MOTOCROSS
Lawton MX, Lawton Motocross Park, Lawton. Info: 405/355-1106.
OREGON SPEEDWAY
Modified Dirt Kart Racing Assoc., Clackamas County Fairgrounds, Canby. Info: 503/666-2342.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
TEXAS HARE SCRAMBLES
• AMA Texas Championship Series, Rnd 10-T.S.A., Powell Ranch, Highgrove. Info: 713/460-4944.
WASHINGTON MOTOCROSS
• CMC/Olympic Peninsula Motorcycle Club, Port Angeles. Info: 206/457-0275 or 457-6653.

Wed, March 30

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

Fri, April 1

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 2-3

CALIFORNIA ROAD RACE
AFM, Formula Pacific Grand Prix Series, Sears Point. Info: 510/537-8208.
WASHINGTON ROAD RACE
WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

Sat, April 2

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 1, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA MOTOCROSS
WSDRA, AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
INDIANA MOTOCROSS
• Cycle Works, Inc., Boonville. Info: 800/952-8922.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.
OHIO MOTOCROSS
• AMA/American Motosports, Inc., McArthur. Info: 614/596-2057.
PENNSYLVANIA MOTOCROSS
• Trail-way Speedway, Loretta Lynn qualifier, Hanover. Info: 717/359-4310.

Sun, April 3

ALASKA ICE RACE
• Aurora Racing Inc., Klondike Inn, Big Lake, Wasilla. Info: 907/376-7905.
ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Durham. Info: 501/362-4230.
CALIFORNIA ROAD RACE
C.M.R.R.A., Winter Series, 50cc-80cc GP, Lake Perris Raceway, Perris. Info: 909/674-2007.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
INDIANA DUAL SPORT
AMA/D.I.R.T., Stoney Lonesome, Columbus. Info: 317/784-9045.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.
KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Northeast Kansas Motocross Track, Westmoreland. Info: 913/456-2516.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.
NEVADA MOTOCROSS
• Las Vegas [illegible] Club, Las Vegas Spe[illegible] Las Vegas. Info: 702/565-7876.
CANCELED
NORTH CAROLINA MOTOCROSS
AMA Dist 29, Devil's Ridge North Carolina State Championship, Sanford. Info: 919/776-2412.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 216/636-5505.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info: 412/726-5494.
SOUTH DAKOTA MOTOCROSS
• Scramblers M/C, Scramblers Cycle Park, Yankton. Info: 605/665-4543 or 665-9535.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.

Fri, April 8

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 8-10

GEORGIA DRAG RACE
• AMA/Prostar, MTC Rebel Nationals, Atlanta Dragway, Commerce. Info: 205/852-1101.
NEVADA MOTOCROSS
• NMA, 23rd Annual World Mini Grand Prix, Las Vegas MX Park, Las Vegas. Info: 310/868-8112.

Sat, April 9

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 2, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.
CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
NORTH CAROLINA MOTOCROSS
• Silver Creek Motocross, Morgantown. Info: 704/584-8519.
NORTH CAROLINA MOTOCROSS
• Richard Clippard, Lenoir. Info: 704/758-4342.
OHIO SPORT TOURING
Honda Sport Touring Assoc, Leesburg. Info: 513/891-1511.
PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.

April 9-10

CALIFORNIA MOTOCROSS
Old Timers Central National, L.A. County Raceway, Palmdale. Info: 805/272-8889.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.
NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.
NORTH CAROLINA MOTOCROSS
• AMA Dist 29, Devil's Ridge AMA area amateur qualifier, Sanford. Info: 919/776-2412.

Sun, April 10

CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills GP Track, Hollister. Info: 408/972-8063.
CALIFORNIA MOTOCROSS
CMA, Weekend of Champions, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Rnd 4, Oatfield MX, Turlock. Info: 209/667-7109 or 524-1432.
CALIFORNIA MOTOCROSS
CRC/AHRMA, Glen Helen, San Bernardino. Info: 805/272-8889.
FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.
FLORIDA MOTOCROSS
FMC, Motocross of Marion Co., Reddick. Info: 904/591-2377 or 591-2050.
ILLINOIS SWAP MEET
J&P Promotions Parts Extravaganza and Bike Show. Belle-Clair Fairgrounds, Belleville. Info: 319/462-6011.
IOWA MOTOCROSS
• AMA/Stateline Trailriders Assn., Lamoni. Info: 515/784-6121.
KANSAS HARE SCRAMBLES
• K.O.R.R., Sprockets II River Track, Arkansas City. Info 316/636-5113.
KENTUCKY MOTOCROSS
AMA, Daniel Boone Motocross Park, London. Info: 606/877-1364.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
MISSOURI ROAD RACE
Midwest Cafe Racing Assn., 2 hr. I-44 Challenge & 100k Endurance, Gateway International Raceway, St. Louis. Info: 314/771-2531.
NEVADA MOTOCROSS
OnTrac Events, Silver State Raceway, Carson City. Info: 702/267-4392.
NEW JERSEY MOTOCROSS
• AMA/Ken Landerman/Jay Irwin, D-6 Expert pts. & Manufacturers contingency bonus day, Raceway Park Motocross, Englishtown. Info: 908/446-7800.
NORTH CAROLINA MOTOCROSS
• AMA, Pro-Am Motocross Series, Elizabeth City MC, Elizabeth City. Info: 804/792-5355.
OHIO HARE SCRAMBLES
C.R.A./Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana. Info: 615/896-3245.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.
WISCONSIN MOTOCROSS
Great Lakes Motocross, Union Grove. Info: 414/878-3783.

Wed, April 13

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

April 15-17

ARKANSAS SPORT TOURING
Honda Sport Touring Assoc, Touring T.T.T. Talimena Twisties, Mena. Info: 405/920-1008.

Fri, April 15

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO MOTOCROSS
CRA, Summit Moto-X, Akron. Info: 216/636-5505.
TEXAS MOTOCROSS
Terry D. Codray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Sat, April 16

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, So. Cal. Vet Cup Spring Series, Rnd 3, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA DUAL SPORT
Behr Services, Calaveras High School, San Andreas. Info: 415/367-1980.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
CALIFORNIA MOTOCROSS
• Rojo Productions, Saturday Nite Super Series, Starwest Supercross Park, Moreno Valley. Info: 714/855-2707.
FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
OHIO MOTOCROSS
CRA, Malvern MX Park, Malvern. Info: 216/636-5505.
PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, District 7 youth points, Hanover. Info: 717/359-4310.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

April 16-17

CALIFORNIA DUAL SPORT
Team Dual Dogs, 5th Annual Dog Run Jerry Brenneman Memorial Dual Sport Ride, Dick Allen's Hon/Yam/Suz/ ATK/KTM, Newhall. Info: 818/701-1913.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-2697.
SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

Sun, April 17

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hanford. Info: 209/584-8532 or 584-1064.
CALIFORNIA ENDURO
North Bay M/C Dist. 36, Sawmill National Enduro, Navarro. Info: 707/894-9214.
CALIFORNIA MOTOCROSS
AMA D-36/CCMA, Central Cal. Spring Series, Rnd 3, Shandon Lions Motocross, Shandon. Info: 805/434-3579.
CALIFORNIA MOTOCROSS
CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.
GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas. Info: 706/468-1328.
GEORGIA MOTOCROSS
Georgia Spring Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.
ILLINOIS SWAP MEET
J&P Promotions, 7th Annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.
KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.
KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Fordsville. Info: 615/331-1475.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
NEBRASKA MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Spring Classic Series, Midwest MX Assn., Palmyra. Info: 913/456-2516.
NEW YORK HARE SCRAMBLES
NETRA Championship Series, Concord, Moticello. Info: 203/875-5757.
NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. Moto-X Park, Rutherforton. Info: 704/758-4342.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON ROAD RACE
• OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
PENNSYLVANIA MOTOCROSS
CRA, Pymatuning, Holeshot Raceway, Linnesville. Info: 216/636-5505.
VIRGINIA MOTOCROSS
• AMA, Pro-Am Motocross Series, Birch Creek Motosports, Danville. Info: 804/792-5355 or 836-0710.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.
TEXAS SWAP MEET
Texas Swap Meet, San Antonio Convention Center. Info: 214/216-5520.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

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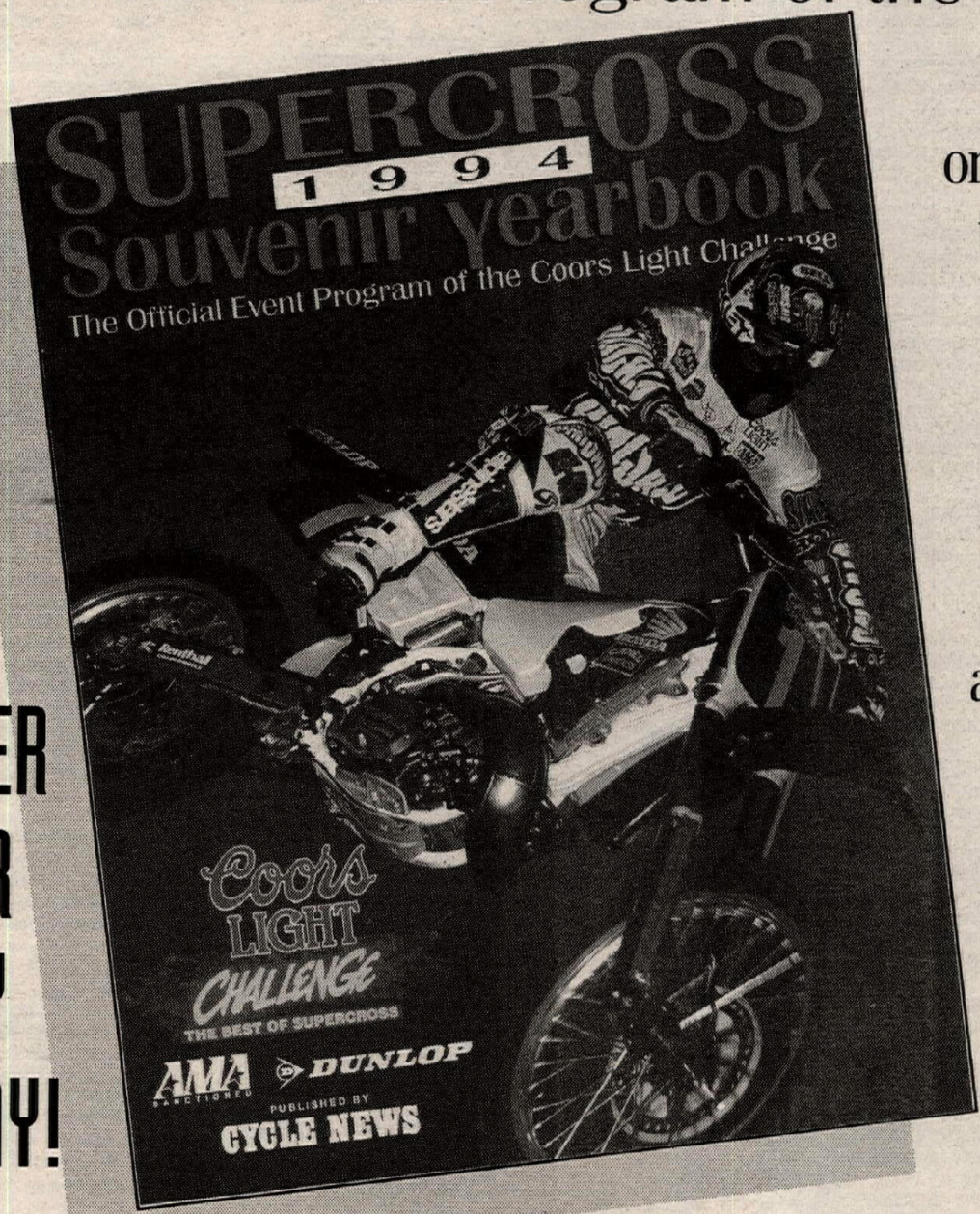

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Experienced Honda Technician
Opening for right person. Must know Honda motorcycles and power equipment. Also helpful experience with watercraft. Send resume to Attn: Bill, Sunnyslope Honda, 9017 North Cavecreek Rd., Phoenix, AZ 85020. (602) 944-2639. AZ. (308-11)

Service Technician Wanted
Honda of Troy is seeking an experienced mechanic to work on full-line of Honda Suzuki and Yamaha. Please send resume to: Southside Honda Suzuki Yamaha, 4790 S. Dixie Dr., Dayton, OH 45439 or call (513) 294-1577, ask for Tony Frazier. OH. (208-11)

Parts, Sales, Service
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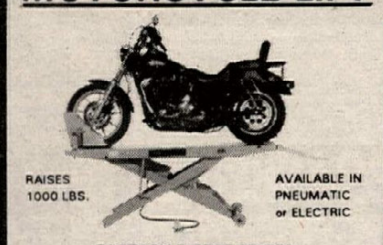

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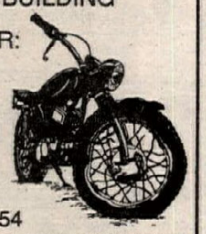

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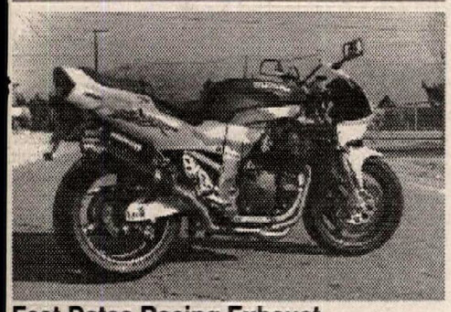

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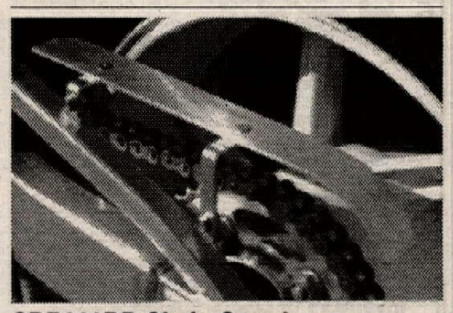

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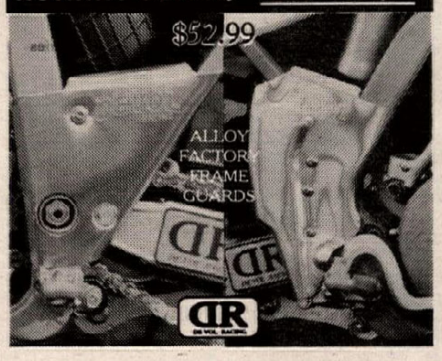

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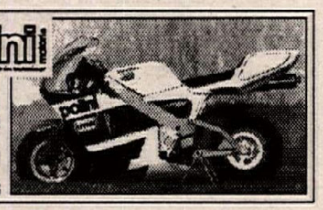

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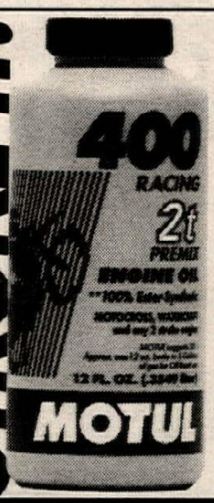

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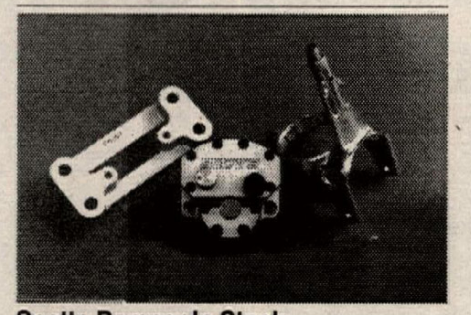

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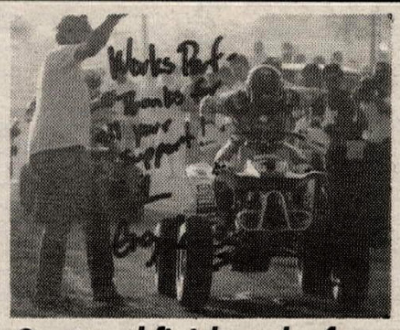

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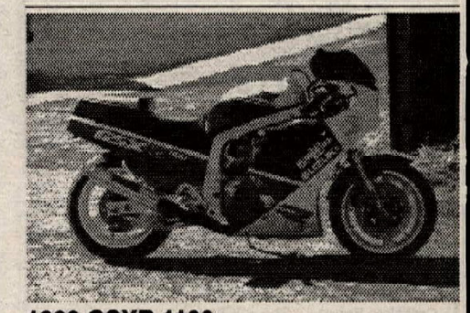

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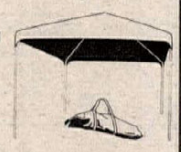

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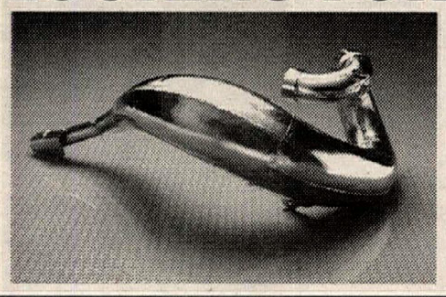

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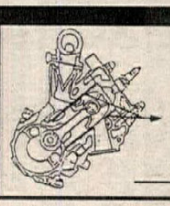

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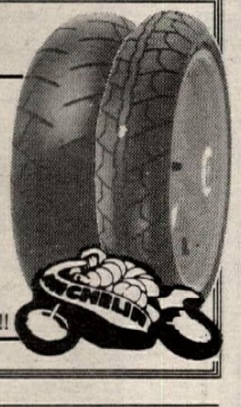

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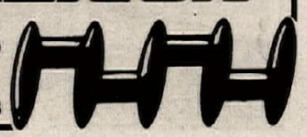

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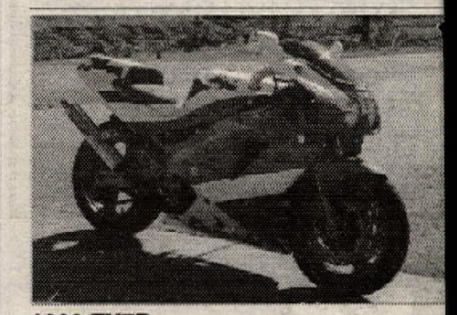

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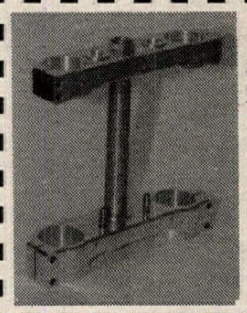

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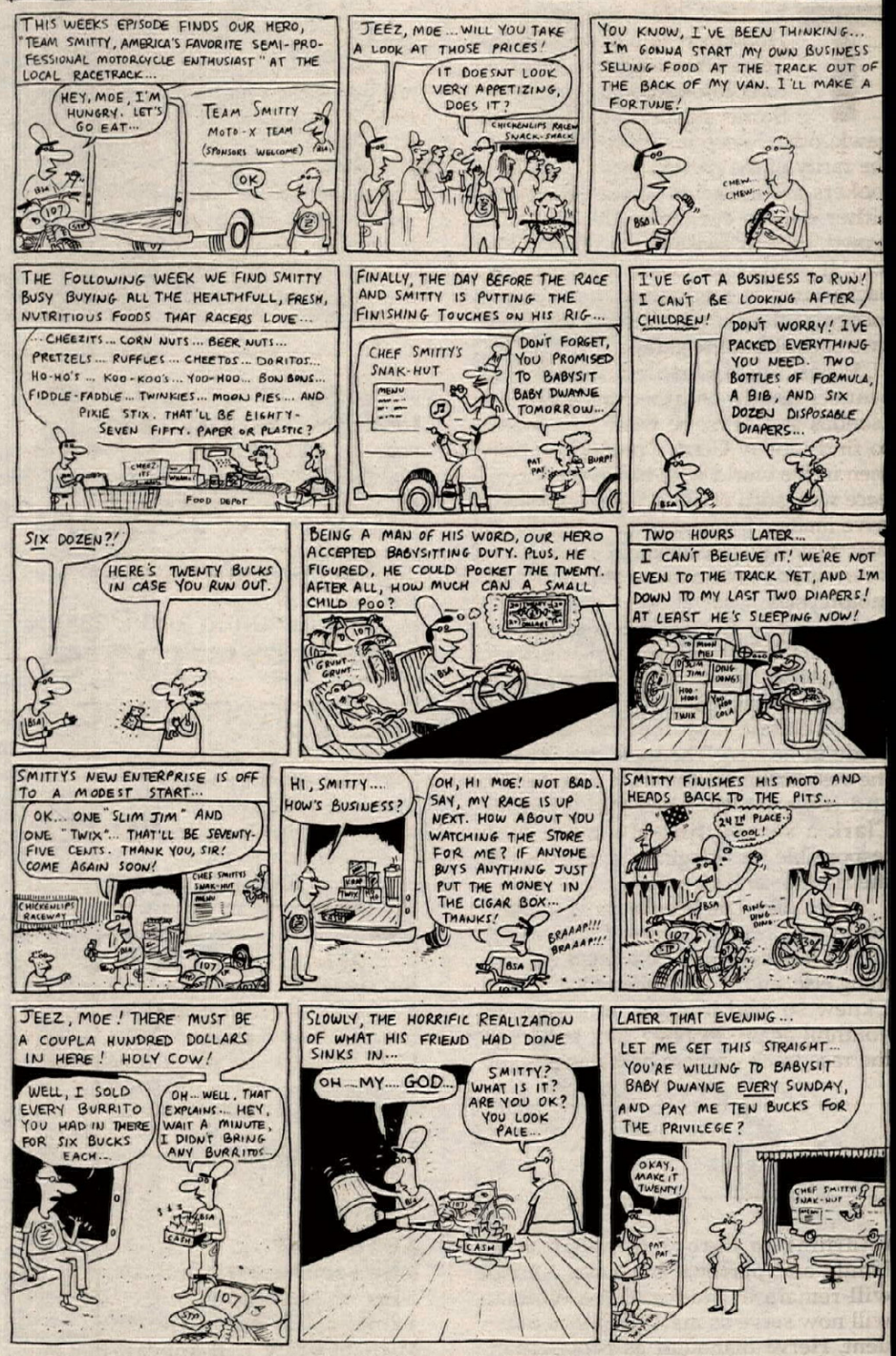

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TEARDOWN

By Paul Carruthers

The 1964 250cc six-cylinder Honda sits idle in front of the Team Obsolete garage at Daytona International Speedway. Some passersby stop and awk, others keep walking, unaware of e rarity of the parked motorcycle. The okers are attracted to the Honda by ther simple curiosity, the lure of a owd, or their sense of road racing his- ry. It would take someone with a keen ackground in road racing, however, to cognize the man standing in the shad- ws of the Obsolete garage.

When Team Obsolete owner Rob nucci finally obtained his stable of ondas and MVs, he went on a search find Nobby Clark - one of the only en in the world with hands-on experi- nce with such classics. Ianucci couldn't ave made a better choice - after all, the ast majority of Clark's 57 years have een spent around purebred racing otorcycles.

Never one to stray far from a suit- ase, Clark hopped on a plane from outh Africa and headed to Brooklyn at nucci's beckoning. Clark and a shop ull of classic motorcycles - a match nade in heaven. The main project was e restoration of the little Honda Six, nd it's a job that has given Nobby lark a second life. He is the man esponsible for bringing full life back to e Honda - and vice versa.

"I feel like I've been born again, and ot in the Christian sense," Clark said.

His talents would be wasted on any- ning else, and it's nice to see a man that knew so well in my youth, seem so outhful again. Nobby Clark is back at e race track - where he belongs - and the smile has returned along with the spirit.

Clark's trek through World Championship Grand Prix road racing began in 1959. A schoolmate of Clark's had headed to Europe in 1958 to run the Grand Prix circuit on a factory MV Agusta - a gentleman by the name of Gary Hocking. In 1959, the former schoolmates headed to Europe together: Hocking, Clark and the MV. "He said, 'Come to Europe instead of wasting your time with an 8-5 job," Clark recalled.

For the next 30-some years, it was to be anything but an 8-5 job.

Clark and Hocking stayed together for the 1960 and 1961 Grand Prix seasons. In 1962, Clark's GP career was put on hold as he concentrated his efforts on helping an "English guy" do some "English race meetings."

In 1963, the mailman delivered a letter from Jim Redman - and the '63 season was to be Clark's first as a factory Honda mechanic.

"The Japanese mechanics all left after Assen in June," said Clark, "and everybody had to find their own mechanics." Redman found Clark. The 250cc Hondas were of the four-cylinder variety in 1963, and Clark still saw an immediate difference between the Japanese-built machinery and the Italian MVs.

"The MVs weren't anywhere near the Hondas," Clark said. "The progress the Hondas had made was incredible. The MVs featured a very 1950s design - the Hondas had progressed quite a bit over that design."

The six-cylinder arrived in 1964 - and hot on the heels of the new six, a young Mike Hailwood arrived on the scene, winning the Japanese Grand Prix at Suzuka in 1965. When Redman retired after his horrific crash in the Belgian GP at Spa-Francorchamp in 1965, Clark went with Hailwood.

"They were fairly similar in the way they went around things," Clark said of the two heroes. "It wasn't a matter of having things set up differently. You couldn't alter suspension much in those days. There was no sophistication - nobody even thought to change the grade of the fork oil. The main thing was to keep the engine running as near the top as possible. The story was horsepower. Handling didn't play an important part back then - and the triangular shaped tires didn't help anybody."

A flagrant understatement if I've every heard one.

Some of my fondest racing memories come from a childhood spent mostly in Europe as my father Kel attempted to win a World Championship - and some scary moments as well. Eager young children tend to try and get as close to the action as possible, but that was of grave concern to my mother when Mike Hailwood and the Honda six were headed our way. Hailwood and the Honda made pit signalling from the side of the race track a religious experience. Go watch the modern-day hero exit a corner on the edge of tire adhesion. Take that slide and the chassis flexing that goes with it, and multiply that by 10 - that's what you could expect from Hailwood and the Honda on each and every corner exit.

Clark's final stint with Hailwood came during the 1968 Grand Prix season. In 1969, his career careened off to a season of Formula Two car racing with yet another motorcycling icon - Brit Billy Ivy.

In 1970, Clark joined forces with my father as the pair chased the 250cc World Championship with a privateer Yamaha. When Carruthers came to America for the 1971 season of AMA racing, Clark joined up with Rodney Gould and the factory Yamaha team. He stayed with Yamaha for the 1972 season with Hideo Kanaya and Barry Sheene, stuck with the team and Kanaya again in 1973, and finally with legend Giacomo Agostini in 1974.

Clark's GP career was rekindled in 1978 as he was reunited with my father in a successful effort to bring Kenny Roberts a World Championship, or three. A trio of titles later and Clark was off to Cagiva to work with Marco Lucchinelli. In 1985, Clark returned to Honda to work on the RS500 three-cylinder with Randy Mamola.

In 1986, Clark received a job offer from Kenny Roberts - now a team owner - but he was thwarted in his attempt to gain a visa from his homeland of Rhodesia - which by this time had become Zimbabwe. Another hiatus from racing resulted, but this one was much too long.

Now he has been "born again" - thanks to the old Honda - and racing should be pleased to have him back.

Okay, so Nobby Clark has worked on a few different motorcycles, with a few legends, but with what kind of success?

"I think I've been involved in about 17 World Championships," says Clark. CN

IN THE WIND

Continued from page 3

eturning to Europe to take care of amily and personal business. Amelot will remain in France. Dave Wolman will now serve as marketing vice presi- dent, Herve Blanquart as project man- ger, Kristen Jackson as office manager nd Susan Lee as assistant manager of he race department.

AUTOGRAPH SIGNING: At Town nd Country Suzuki in Chandler, Ari- zona, on March 25 from 6-8 p.m. Team Suzuki riders Britt Turkington, Thomas Stevens, Donald Jacks and Tom Kipp will appear. For more infor- mation, call 602/899-9088.

AUTOGRAPH SIGNING: At Charlotte Yamaha in Carlotte, North Carolina, on March 25 from 7-8 p.m. Team Yamaha MX riders Jeff Emig and Michael Craig will appear. For more information call 704/394-7301.

HIRED: Don Courtney by FMF Racing to aid in product development. Courtney brings 15 years of two-stroke development experience, along with an extensive computer programming background, to FMF.

RESCHEDULED: The March 27 California Trail Ride Frazier Mountain 100 dual sport ride has been postponed to May 15 due to excessive snow in the mountains around Hungry Valley. Also, the May 8 Chaparrals dual sport ride and the May 15 Mojave Adventures dual sport event have been cancelled. For more information call Larry Langley at CTR 714/992-9291.

OPENED: Sport Cycle Pacific, a Moto Guzzi dealership in Santa Barbara. The shop will offer service for Moto Guzzis, Ducatis, Bimotas and BMWs, as well as various British motorcycles. For more information, call 805/966-6508.

AUTOGRAPH SIGNING: At Barnes Suzuki in Gastonia, North Carolina, on Friday, March 25, from 6-8 p.m. Team Suzuki factory motocross riders Ezra Lusk, the 125cc East Coast Supercross Series points leader, and Phil Lawrence are scheduled to appear. For more information, call 602/899-9088.

AUTOGRAPH SIGNING: At Suzuki Motorsports in Charlotte, North Carolina, on Friday, March 25, from 6-8 p.m. Team Suzuki factory motocross riders Brian Swink and Jimmy Button are scheduled to appear. For more information, call 704/394-6666. CN

LOOKING BACK...

25 YEARS AGO
April 1, 1969...

The rain-postponed 28th running of the Daytona 200 was won by **Cal Rayborn**, aboard a Harley-Davidson; **Ron Grant** was the runner-up, and **Mike Duff**, **Mert Lawwill** and **Rod Gould** rounded out the top five. It was the second time in a row that Rayborn had won the event. The race took one hour, 59 minutes and 19.18 seconds to complete, with an average speed of 100.882 mph. **Yvon DuHamel**, the winner of the 100-mile 250cc National held - on schedule - a week earlier, was among the leaders in the 200 before dropping out with a broken piston on his Yamaha. A static photo of Rayborn, Grant and Duff sitting on their bikes was featured on the cover...**Gary Bailey** won the 125, 250 *and* 500cc Senior classes at a local motocross race at Saddleback MX Park in California; **Mark Blackwell** won the 250cc Sportsman class...

15 YEARS AGO
March 21, 1979...

Bob "Hurricane" Hannah won both rounds of the AMA/Toyota Supercross Series doubleheader held at the Houston Astrodome. Hannah finished ahead of **Steve Wise** and **Mike Bell** on both Friday and Saturday nights...*Cycle News* featured an article on the proposed plan by the Carter administration to force the closing of gas stations between Friday noon and Sunday midnight as a means of conserving oil. **John Davidson** , chairman of AMF/Harley-Davidson, was quoted in the article, calling the plan "...the most immediate threat to our right to ride... (it) would be disastrous to our sport." **Chris Economaki**, publisher of National Speed Sport News, called the proposal, "...racing's greatest threat ever."... ISDT rider **Frank Gallo** was featured in an interview...

5 YEARS AGO
March 22, 1989...

Riding a three-year-old Honda VFR750, **John Ashmead** became the third privateer ever to win the Daytona 200, which saw seven different leaders throughout the race. Finishing second, 22.66 seconds behind Ashmead, was **Jamie James**; **Kevin Rentzell** finished third. The average speed of the race was 96.323 mph. **Jeff Stanton** won the Daytona Supercross over **Jeff Ward** and **Mike LaRocco**; **Damon Bradshaw** won the 125cc class. The opening round of the GNC/Camel Pro Series at Daytona was won by Canadian **Steve Aseltine**, who also won the opening round of the 600cc National Dirt Track Series. **Chris Carr** and **Scott Pearson** finished second and third, respectively, in the GNC. **John Kocinski** topped the 250cc GP, as well as the 600cc Supersport race at Daytona. **Joey Hopkins** won the Alligator enduro. CN

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